Florida-Alabama TPO
Transportation Planning Organization

Florida-Alabama Transportation Planning Organization (FL-AL TPO)

EMERALD COAST REGIONAL COUNCIL

Congestion Management Process Minor Update

Adopted: November 18, 2026

1.0 Introduction

The Congestion Management Process (CMP) Major Update takes place every five years to coincide with the TPO's Long Range Transportation Plan (LRTP) update. The CMP Major Update was updated in December of 2024 as part of the 2050 LRTP and can be found at www.ecrc.org/FLAL2050LRTP. The CMP review specific strategies and projects (such as congested areas and corridors) as a part of the overall identification of opportunities for process improvement.

A minor update takes place on an annual basis and is documented through the CMP minor update report in order to coordinate its implementation with TIP development. The annual CMP minor update reflects the accomplishments in terms of congestion mitigation expected by the TPO by evaluating the Performance Measures, LOS Tables, the Truck Traffic, and producing a Corridor Management Plan on a segment recommended through the annual Project Priorities process. FDOT publishes the existing and future LOS metrics at **FDOT District 3 Level of Service** via interactive map. The Performance Measures Tracking (**Appendix C**) is also updated annually as part of the CMP minor update.

Appendix C: Performance Measures and Targets

- FL-AL TPO CMP Major Update Data Summary Tables for the TPO Area, Escambia, Santa Rosa, and Baldwin Counties

APPENDIX C
PERFORMANCE MEASURES TRACKING

CMP Objective	Performance Measure	Performance Target	Data Source	2020				2021				2022				2023				2024			
				FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa
Provide Options to Reduce Travel Demand	% of Workers 16 and over who Carpool to work	≥10.5%	ACS 5-Year Estimates (Table B08301)	10.1%	8.0%	10.2%	9.9%	9.4%	8.2%	10.0%	8.4%	8.4%	6.9%	9.3%	7.1%	8.7%	6.9%	8.9%	8.4%	8.5%	6.1%	8.8%	8.3%
	% Pedestrian Facility SHS Coverage	≥46.0%	FDOT/ALDOT	34.6%	-	33.4%	18.1%	34.6%	-	33.4%	18.1%	34.7%	-	33.6%	18.1%	39.6%	-	37.1%	21.7%	43.3%	44.8%	40.0%	24.0%
	% Bicycle Facility SHS Coverage	≥50.0%	FDOT/ALDOT	43.3%	-	28.0%	38.1%	44.2%	-	28.0%	39.6%	45.1%	-	29.2%	39.6%	48.5%	-	33.5%	40.4%	51.2%	34.8%	38.4%	40.5%
	Passengers per Revenue Mile (reporting unit is Escambia Area Transit [ECAT] and Baldwin Regional Area Transit [BRATS]	1.27	FTA National Transit Database (NTD)	-	0.18	0.76	-	-	0.1	0.55	-	-	0.11	0.61	-		0.12	0.77			0.12	0.8	
	Vehicle Miles Traveled (in millions)	≥8.0	FDOT Source Book	8.1	-	5.4	3.2	8.3	-	5.6	3.3	8.6	-	5.7	3.4	8.8		5.9	3.5	8.9		5.9	3.6
Improve Safety	Serious Injury Rates per Annual 100 Million Vehicle Miles of Travel (MVMT)	0.000	FDOT Crash Analysis Reporting	-	3.90	6.05	2.69	-	6.55	5.31	4.97	-	5.98	6.85	4.03		5.85	7.18	4.37			5.81	4.33
	Fatality Rates per Annual 100 MVMT	0.000	FDOT Crash Analysis Reporting	-	0.78	1.62	0.94	-	1.46	2.13	0.96	-	0.00	1.53	0.88		0.00	1.66	0.89			1.51	1.14
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	≥93.0%	FDOT/ALDOT	88.7%	-	87.0%	85.4%	88.4%	-	86.4%	84.6%	92.1%	-	92.2%	84.4%	93.0%	-	93.4%	84.5%	90.4%	27.0%	93.7%	83.9%
Provide Reliable and Efficient Transportation Options	% of facilities with LOS D, E, or F	≤35%	FDOT LOS Tables	19%	11%	19%	18%	20%	22%	21%	18%	20%	22%	19%	23%	22%	-	19%	24%	25%	-	19%	18%
System Preservation	# of Resurfacing Projects in TIP/Total Projects in TIP	≥11.0%	FDOT Transportation Improvement Program (TIP)	10.3%	-	-	-	10.4%	-	-	-	16.1%	-	-	-	16.4%	-	-	-	18.5%	-	-	-

Performance Target Methodology:

% of Worker 16 and over who Carpool to Work - Average of the FL-AL TPO percentage plus 0.5% (ACS 5-year estimates represent data collected over a period of time. Ex. 2024 ACS 5-year estimates cover years 2020-2024.)

% Pedestrian Facility SHS Coverage - Existing + Planned Pedestrian Facilities that will cover the SHS. Baldwin County % is for the TPO area only in Baldwin County. Planned Facilities on the SHS (from the TIP) were added beginning in 2024.

% Bicycle Facility SHS Coverage - Existing + Planned Bicycle Facilities that will cover the SHS. Baldwin County % is for the TPO area only in Baldwin County. Planned Facilities on the SHS (from the TIP) were added beginning in 2024.

Passengers per Revenue Mile - Peer Group Mean of Passengers per Revenue Mile in ECAT's TDP (Table 31)

Vehicle Miles Traveled (in millions) - Average of the FL-AL TPO percentage

Serious Injury Rates per Annual 100 MVMT - Supports FDOT's "Vision Zero". Baldwin County Serious Injury Rate for the TPO area on Baldwin County.

Fatality Rates per Annual 100 MVMT - Supports FDOT's "Vision Zero". Baldwin County Fatality Rate for the TPO area of Baldwin County.

% Population within 1 mile of Bicycle Facilities on the SHS - Population within 1 mile of Existing + Planned Bicycle Facilities on the SHS. Baldwin County (TPO area only) is included beginning in 2024.

% of Facilities or Centerline Miles with LOS D, E, F - Percent of facilities or centerline miles with LOS D, E, or F minus 5% (Centerline miles are used beginning in 2024. TPO area data does not include Baldwin County.)

% Interstate Person-Miles Traveled that are Reliable - ECRC established target

% Non-Interstate NHS Person-Miles Traveled that are Reliable - ECRC established target

# of Resurfacing Projects in TIP/Total Projects in TIP - Sum of resurfacing project mileage/FL-AL TPO Roadway Network Mileage

Appendix D: Resolution of Approval

RESOLUTION FL-AL 26-31

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE CONGESTION MANAGEMENT PROCESS PLAN MINOR UPDATE

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the governors of Florida and Alabama as being responsible, together with the states of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Pensacola Urbanized Area is an area with a population of 200,000 or more, thus making it a Transportation Management Area (TMA); and

WHEREAS, Fixing America's Surface Transportation (FAST) Act Section 1201 134(k)(3)(a) requires that TMAs address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under this chapter and title 23 through the use of travel demand reduction, job access projects, and operational management strategies; and

WHEREAS, the Congestion Management Process Plan (CMPP) is considered a fully operational management system plan; and

WHEREAS, the purpose of the CMPP is to rate the performance of transportation facilities and suggest low-cost and short-term strategies to alleviate congestion; and

WHEREAS, the CMPP requires an annual minor update which entails evaluating performance measures and level of service (LOS) ratings for all segments of the CMPP network;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The 2026 Congestion Management Process Plan minor update is hereby adopted.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 18th day of November 2026.

FLORIDA- ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____


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