West Florida Regional Planning Council

EST '64

2040 Florida-Alabama Long Range Transportation Plan Final Report

Florida-Alabama TPO
Transportation Planning Organization

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TRANSPORTATION VISION 2040

LONG RANGE TRANSPORTATION PLAN UPDATE

Prepared for

Florida-Alabama TPO
Transportation Planning Organization

Florida-Alabama Transportation Planning Organization (TPO)
and
The Florida Department of Transportation, District Three

Prepared by

West Florida Regional Planning Council
Staff to TPO

West Florida Regional Planning Council
Staff to the Florida-Alabama Transportation Planning Organization (TPO)

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This document does not necessarily reflect the official views or policies of the U.S. Department of Transportation

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RESOLUTION FL-AL 15-36

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2040 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

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 Florida-Alabama Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan (LRTP) is developed pursuant to Part 23 Section 450.322, Code of Federal Regulations and Section 339.175(6), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, the 2040 Cost Feasible Plan was presented at three public workshops and two community organizations; and

WHEREAS, the 2040 Cost Feasible Plan was presented and reviewed by the LRTP Steering Committee members on September 14, 2015 and October 13, 2015; and

WHEREAS, the 2040 Cost Feasible Plan contains multi-modal projects;

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

The Florida-Alabama TPO adopts the 2040 Cost Feasible Plan.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 3rd day of November 2015.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Jayer Williamson, Chairman

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION STATE OF FLORIDA

ATTEST:_____

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List of Acronyms

ALDOT	Alabama Department of Transportation
CST	Construction
CEI	Construction Engineering Inspection
CMPP	Congestion Management Process Plan
DSB	Design Build
ECAT	Escambia County Area Transit
EST	Environmental Screening Tool
ETAT	Environmental Technical Advisory Team
ENV	Environmental
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ITS	Intelligent Transportation System
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead Progress in the 21st Century
MPO	Metropolitan Planning Organization
PD&E	Project Development and Environment
PE	Preliminary Engineering
ROW	Right of Way
TPO	Transportation Planning Organization
TSM&O	Transportation Systems Management and Operations

List of Supporting Documents

Public Involvement Plan for the 2040 LRTP

http://www.wfrpc.org/wp-content/uploads/2014/08/FL-AL-LRTP-PIP-2040.pdf

Northwest Florida Regional Planning Model Development and Validation Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Northwest-Florida-Regional-Planning-Model-2010-Model-Validation-Report-March-2015.pdf

Northwest Florida Regional Planning Model Socioeconomic Data Development

http://www.wfrpc.org/wp-content/uploads/2014/08/Northwest-Florida-Regional-Planning-Model-2010-and-2040-Socio-Economic-Data-Development-March-2015.pdf

Goals and Objectives Report

http://www.wfrpc.org/fatpo/Florida_Alabama%20Goals_Obj_1-30-15%20Amended.pdf

Evaluation Criteria Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Evaluation-Criteria-Report1.pdf

Financial Resources Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Financial-Resources-Technical-Report-2040-4-15-152-Final-Revised.pdf

Needs Plan Technical Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Needs-Assessment-Report.pdf

Cost Feasible Plan Technical Report

http://www.wfrpc.org/wp-content/uploads/2014/08/Cost-Feasible-Plan-Technical-Report-Adopted-November-3-2015.pdf

Regional ITS Plan

http://www.wfrpc.org/fatpo/Final%20Regional%20ITS%20Plan%20Adopted%209-2010.pdf

Congestion Management Process Plan (CMPP)

http://www.wfrpc.org/fatpo/2015%20CMP%20Report.pdf

Bicycle and Pedestrian Plan

http://www.wfrpc.org/fatpo/Florida-Alabama%20TPO%20Bike%20Ped%20Plan%20Final%20March%202012.pdf

Regional Freight Network Plan

http://70.167.229.112/FreightNetworkPlan/Final%20Regional%20Freight%20Network%20Plan.pdf

Study Participants

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Vice Chairman

Commissioner Grover Robinson, Escambia County Commission

Commissioner Robert Cole Santa Rosa County Commission

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1.0 Introduction

Federal and state metropolitan planning regulations require the Florida-Alabama Transportation Planning Organization (TPO) to develop a regional transportation plan every five years. The Long Range Transportation Plan (LRTP) defines the transportation vision for the region, establishes goals and strategies that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and strategies.

At its core, the LRTP is about making mobility choices for the region. Choices about how we will travel in the future, choices about where to allocate limited resources, and choices about the region's connectivity in the future. This LRTP update will allow the TPO to shape the region's transportation network over the next 20 plus years.

1.1 Background

The Year 2040 LRTP for the Florida-Alabama TPO is a strategic document for multimodal transportation strategies and priority investments to support and strengthen the area's

economic vitality, improve connectivity of people and freight to their desired destinations, and enhance the quality of life for people of all ages and abilities. The Year 2040 LRTP was adopted on **November 3, 2015** by the Florida-Alabama TPO, the agency responsible for the continuing, comprehensive, and cooperative transportation planning program for the region. This planning program is required in order to receive federal and state funds for transportation projects.

The Florida-Alabama Transportation Planning Organization (TPO) is one of more than 340 federally required planning agencies across the United States for urbanized areas with populations greater than 50,000 people. One of the TPO's core functions is the development of a long range transportation plan (LRTP) and the update of the plan at least once every five years.

The TPO serves the important function of coordinating the planning efforts of the various transportation and planning agencies, including the Florida and Alabama Departments of Transportation, the various local government Public Works Departments, Escambia County Area Transit, and other planning and implementing agencies. In addition to the Counties, Cities, FDOT, and ALDOT, the TPO's planning partners include the Pensacola International Airport, Port of Pensacola and various military installations, including Pensacola Naval Air Station.

The LRTP is the long range planning document that covers a 20 year time frame and must be updated at least every five years. The LRTP must include existing transportation facilities, performance measures and targets, operational and management activities, any environmental mitigation activities that may be necessary to implement the LRTP, and a financial plan to ensure that reliable and reasonable funding sources are identified to implement the LRTP. The cost of projects listed in the LRTP must balance financially with the revenues from funding sources forecast to be reasonably available over the duration of the plan.

The LRTP consists of two primary plans: the Needs Plan and the Cost Feasible Plan. The development of the 2040 Needs Plan was not constrained by project costs or available funding.

It was supported by extensive public outreach, coordination with local government projects and programs.

Development of the 2040 Cost Feasible Plan required an evaluation of overall transportation systems needs within the context of available financial resources for mobility projects. In addition, this Plan is required to identify the year in which the expenditure of funds for each project is expected to occur.

The Cost Feasible Plan must consider the amount of funding available for mobility projects through the 2040 horizon year. Therefore, the Cost Feasible Plan typically matches the highest priority needs with anticipated future funds. Only those financial resources that can reasonably be expected to be available can be used to identify existing and forecasted revenues.

This report will describe the process and methodologies employed in the development of the 2040 LRTP, beginning with the identification of the year 2040 deficiencies and concluding with the adoption of the 2040 Cost Feasible Plan.

1.2 Study Area

The Florida-Alabama TPO LRTP study area, shown in Figure 1-1, includes all Escambia and Santa Rosa Counties as well as a portion of Baldwin County, Alabama. Appendix D presents the roadway functional classification map for Alabama. Included within the boundary are the cities of Pensacola, Gulf Breeze, Milton, Century, Jay, Orange Beach and unincorporated Lillian, Alabama. Nineteen elected officials from the following local governments serve on the TPO: Escambia County (5), Santa Rosa County (5), City of Pensacola (5), Baldwin County, Alabama (1), City of Orange Beach (1), City of Milton (1), and the City of Gulf Breeze (1). The Escambia County Area Transit agency general manager also sits on the TPO board but is not an elected official.

The official TPO boundary does not extend as far as the LRTP Study Area boundary. This boundary includes the southern portions of Escambia and Santa Rosa Counties and a small part of Baldwin County, Alabama and is shown in Figure 1-2. The TPO boundary is based on the Year 2010 census

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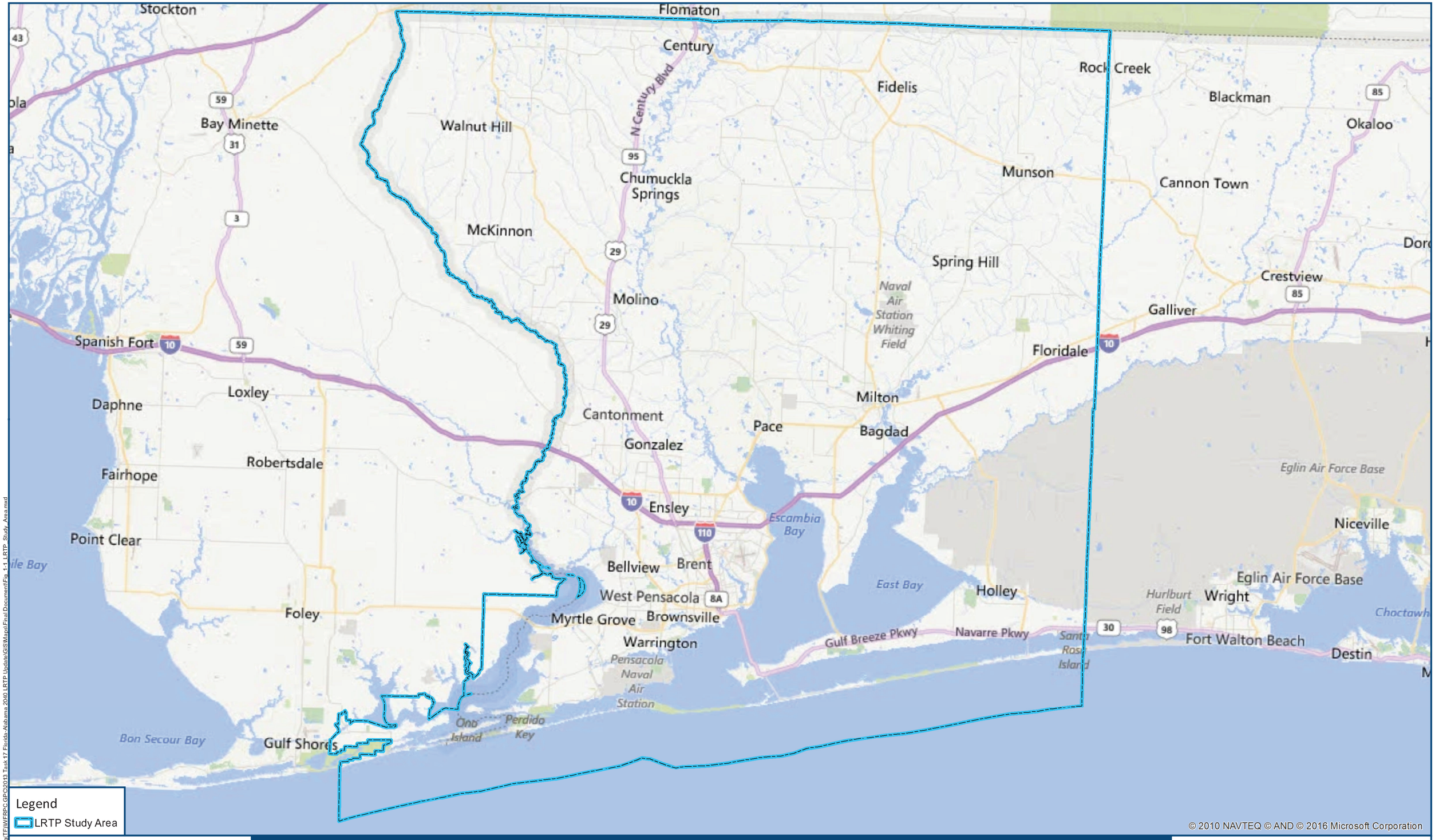

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population for the area and represents the Metropolitan Statistical Area (MSA).

The U.S. Census figures show a combined population for Escambia, Santa Rosa and Baldwin Counties in 2000 and 2010 at approximately 552,568 and 631,256 respectively. This equates to an approximate 15% population growth between 2000 and 2010. This rate of growth is down from 25% population growth between 1990 and 2000 for the same area.

Data from the U.S. Census Bureau and other information collection points have been collected and analyzed with Geographic Information System (GIS) input to obtain statistical knowledge of the region. Socio-cultural analysis was then utilized to further identify and create a profile for the region. The initial Community Profile was created in 2011, before 2010 Census Data was available. The updated Community Profile utilizing 2010 data as well as new TPO boundary information is summarized below.

Comprised of 782 square miles, the TPO area is densely populated for this area of the state. With over 555 persons per square mile in the Escambia County region of the area, it is easily understood that the largest city in the TPO area is the city of Pensacola, the county seat of Escambia County. This TPO is located in the northernmost western region of the state of Florida. Surrounded by Alabama to the west and north, this coastal region has diversity in many things, such as its population, environment, industry, cultures and history.

There are two interstates that serve this TPO; Interstate 10 and its auxiliary, Interstate 110. US highways and State highways also provide means to travel through the TPO area. The highways are US Highway 29 which runs north and south the length of Escambia County to the Alabama border. US Highway 90 runs through the north central portion of the TPO's area in Santa Rosa County. It then splits when it crosses into Escambia County and US Highway 90A continues across the northern section of the greater Pensacola area. US 90 itself jogs along the Bay, skirting the Bluffs and making its way through the city and then turns north to intercept with US 90A past the Interstate intersection. US Highway 98 travels along the coastal, most southerly section of the Santa Rosa County portion of the TPO area and heads in a northwesterly direction when it crosses

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Stockton
Flomaton
Century
N Century Blvd
Rock Creek
Fidelis
Blackman
Okaloo
Bay Minette
Walnut Hill
Chumuckla Springs
Munson
Cannon Town
McKinnon
Spring Hill
Molino
Naval Air Station Whiting Field
Crestview
Galliver
Spanish Fort
Floridale
Loxley
Daphne
Milton
Cantonment
Pace
Bagdad
Gonzalez
Robertsdale
Fairhope
Eglin Air Force Base
Ensley
Escambia Bay
Niceville
Point Clear
Bellview
Brent
East Bay
Holley
Eglin Air Force Base
Hurlburt Field
Wright
West Pensacola
Myrtle Grove
Brownsville
Foley
Gulf Breeze Pkwy
Navarre Pkwy
Fort Walton Beach
Destin
Warrington
Pensacola Naval Air Station
Ono Island
Perdido Key
Bon Secour Bay
Gulf Shores

Legend
Florida-Alabama TPO Boundary

0 2.5 5 Miles

Figure 1-2

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Florida-Alabama TPO Boundary

Florida-Alabama TPO Transportation Planning Organization

2040 Long Range Transportation Plan

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into Escambia County as it makes its way to Lillian in Alabama. Other corridors in the TPO that carry heavy volumes of traffic are State Road (SR) 291 (Davis Highway) SR 292 (Gulf Beach Highway / Perdido Key Drive), SR 295 (Fairfield / New Warrington Road) and SR 727 (Fairfield) just to name a few.

The population of the TPO area itself is 434,625 according to the current US Census. The population consists mainly of family households, roughly 76%. While this is still a large percentage, it is a slight drop form the last Census when family households made up 80%. The remaining percentage of the population is comprised of single adult households, individuals living in group quarters and populations living in group quarters. The median family household annual income is $36,989. Approximately 14% of the population is below the poverty level. The unemployment percentage is high, with 15% of the population unemployed. This does not include the portion of the employed population that is identified as underemployed. The male and female division continues to be fairly constant at 50% of the population each. The age range shows a large portion of the population is between the ages of 18 and 44, 33%, broken down as 20% are ages 18-34 and 12% are ages 35-44. 27% are aged 45-64 and 14% are considered elderly aged 65- over 85. 26% of the population is under the age of 18; with the majority of those being school aged 5-17 at 20% of the entire population.

According to the 2010 US Census the racial diversity of the TPO area's population is predominantly white; 75%, followed by African American; 17%, multiracial; 3% and Hispanic or Latino; 5%. The majority of the population speaks English at 91%. Spanish speakers account for only 4% of the population and speakers of other languages comprise the remaining 5%.

Due to the geographic location of the TPO, there are many specific coastal environmental concerns along with the normal environmental standard issues; such as water and air quality and animals as well as the historic preservation of the artifacts and locations within the area.

The main economic factors of the TPO area are military, tourism, education, agriculture, banking and healthcare, as well as the service industries associated with all of the aforementioned. There are also other modest industries, such as retail, and as well as some manufacturing, shipping and storage.

Based on the wide diversity of the region, it is understood that there will be a broad manner of reaching out to the public and engaging them in the transportation planning process. There are a variety of means in which the TPO staff makes every effort to accomplish this task. By developing community profiles for each community or Census Designated Place in the TPO region, staff will be better equipped to develop individual Public Involvement Plans based on location and types of projects in regards to the populations that will be affected.

Baldwin County lies on the east shore of Mobile Bay and is home to most of the state's ocean/gulf coast resorts. Baldwin County experienced the second largest population growth in Alabama since the 2010 Census, both in terms of absolute growth and percentage growth.

1.3 Study Overview

The 2040 Long Range Transportation Plan update was initiated in March of 2014. Federal and state metropolitan planning regulations require the Florida-Alabama TPO to develop a regional transportation plan every five years. The LRTP defines the transportation vision for the region, establishes goals and strategies that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and strategies.

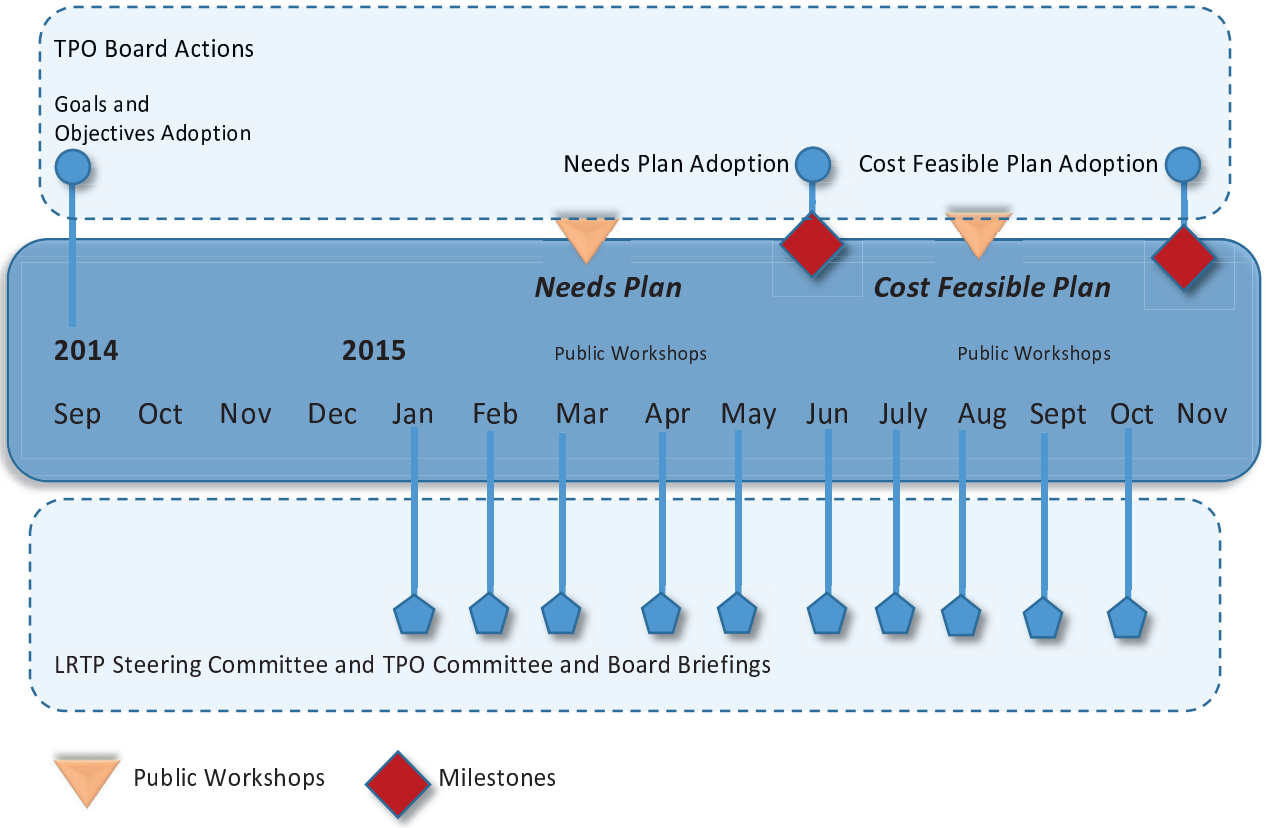
At is core, the LRTP is about making mobility choices for the region. Choices about how we will travel in the future, choices about where to allocate limited resources, and choices about the region's connectivity in the future. This LRTP update will allow the TPO to shape the region's transportation network over the next 20 plus years.

The major components of the plan include three milestones to adopt:

1. Goals and Objectives of the Plan
2. 2040 Needs Plan
3. 2040 Cost Feasible Plan

A summary of the planning process and major milestones associated with the plan are shown in Figure 1-3.

Figure 1-3: Plan Update Milestones



1.4 Demographic Destiny

The 2040 LRTP, as its title suggests, will identify projects and programs needed to meet mobility needs through the year 2040. Over that period of time the region's population will not only increase but it will grow older, become more diverse from a cultural standpoint, and as such will demand more modal choices. In the development of the 2040 LRTP demographic destiny was taken into account. Specific objectives were identified that would take into account the changing demographic of the region over the next 20 plus years. There was much consideration given to the desires of the younger generations to travel by transit, foot, and bicycle. Additionally, the needs of our aging population to continue to be mobile, the need to educate the traveling public on safety, and the desire to create a transportation system that promotes a heathy community were all considered as this plan was developed.

1.5 Federal Requirements

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, TPO's have been required to adopt and maintain a fiscally constrained long range transportation plan. This landmark legislation also expanded the role of TPO's in terms of multimodal considerations in the planning process and expanded public involvement requirements. For urbanized areas to be eligible for federal and state funds, the TPO must adopt and maintain a transportation plan covering at least 20 years, and a five year Transportation Improvement Program (TIP). Both of these are required by federal and state laws and mandates. In addition, the TPO often reviews and comments on local, regional, and state plans and projects that affect areas within or in close proximity to the TPO's boundary. Many of these plans are incorporated into the LRTP and/or TIP, and to be eligible for federal and state funds, projects generally must be included in the LRTP and TIP.

In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) was enacted, which in addition to modifying several transportation infrastructure funding programs, included a new performance based planning requirement, mandating the adoption of performance metrics and targets to measure the effectiveness of the transportation system and planned improvements. MAP-21 also includes an emphasis on freight planning and policy, requiring the establishment of a national freight network.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued regulations found in *23 Code of Federal Regulations (CFR), Part 450* to guide the development of statewide, local and metropolitan plans and programs. These regulations included the following:

- Early and continuous public involvement opportunities throughout the planning and programming process;

- Timely information to citizens, affected public agencies, representatives of transportation agencies, private sector transportation entities and other interested parties, including segments of the community affected by transportation plans, programs, and projects;
- Reasonable access to information;
- Adequate public notice of public involvement activities and ample time for public review and comment at key decision points;
- Explicit consideration and response to public comment;
- Consideration of the needs of the traditionally underserved, including low-income and minority citizens;
- Periodic review of the public involvement efforts by the Transportation Planning Organization (TPO) to ensure full open access to all;
- Review of public involvement procedures by the FHWA and FTA when necessary; and
- Coordination of the TPO public involvement processes with statewide efforts whenever possible.

This code can be accessed at: http://www.ecfr.gov/cgi-bin/text-idx?SID=0e0373b146e95f43d55de9803aaebde2&mc=true&node=se23.1.450_1322&rgn=div8.

The table below outlines the Federal planning requirements as enumerated in CFR 450.322 and provides references to how each of the planning requirements is addressed. In addition, FDOT requirements from the FDOT MPO Handbook are listed in Appendix B in tabular form. This table includes information on how each of the FDOT requirements were addressed in the plan.

Table 1-1: Federal Planning Requirements

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	The plan addresses a horizon of 2040 A maintenance plan is not required in this airshed based on Section 185A of the Clean Air Act Amendments and the adopted State Implementation Plan
(b) The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Both short and long-range strategies were evaluated that include safety and TSM&O strategies.
(c) The MPO shall review and update the transportation plan at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The transportation plan (and any revisions) shall be approved by the MPO and submitted for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.	This is an update to the 2035 Long Range Transportation Plan. The 2035 LRTP was adopted on November 10, 2010.
(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).	Not applicable

Table 1-1 Federal Planning Requirements, Continued

(e) The MPO, the State(s), and the public transportation operator(s) shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.	Extensive coordination with all state and local transportation agencies was performed in the development of the plan as outlined in the public involvement section. A travel demand model was prepared as part of the planning process that included information on the population, land use, employment, congestion, travel, and economic activity. These data sets were reviewed by the appropriate local governments, regional agencies and the Florida-Alabama TPO.
(f) The metropolitan transportation plan shall, at a minimum, include:	
(1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;	A regional travel demand model was developed that projected demands on the roadway infrastructure through the year 2040.
(2) Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. In addition, the locally preferred alternative selected from an Alternatives Analysis under the FTA's Capital Investment Grant program (49 U.S.C. 5309 and 49 CFR part 611) needs to be adopted as part of the metropolitan transportation plan as a condition for funding under 49 U.S.C. 5309;	A comprehensive review and analysis of all regional multimodal needs was completed as part of the plan update process. As documented throughout this report, an inventory of major roadway, transit, multimodal and intermodal facilities, bicycle and pedestrian facilities, and intermodal connectors was completed and the needs were identified. Not applicable
(3) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;	A funding set-aside or box was created for ITS and multimodal corridor studies as part of the plan. This will create an annual funding stream for operational projects to be identified and funded as the needs arise.

Table 1-1 Federal Planning Requirements, Continued

(4) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide;	The CMPP was updated as part of the plan update. Congestion management strategies included in the CMPP have been included in the LRTP.
(5) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;	Development of the plan involved extensive analysis of the preservation of existing and forecast infrastructure. An analysis of the regional CMPP was used to identify congested areas and associated needs.
(6) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 CFR part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;	The purpose and need for each project was developed as part of the plan update. Cost estimates were developed and have been included. These costs are based on FDOT planning level cost estimates.
(7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;	A systemwide approach to environmental mitigation activities are identified in the plan. The Efficient Transportation Decision Making Process established by the FDOT was used to identify an inventory of potential issues that may be associated with each corridor. The FDOT has established procedures for addressing all mitigation issues in consultation with agencies as part of the Project Development & Environmental (PD&E) process.

Table 1-1 Federal Planning Requirements, Continued

(8) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);	The Florida-Alabama TPO has developed a Bicycle and Pedestrian Master Plan. From this plan projects will be drawn and funded. Dedicated funding was set aside for bicycle and pedestrian projects in the plan.
(9) Transportation and transit enhancement activities, as appropriate; and	Transit and transit mobility projects have a funding set aside or box that has been included as part of the plan. The TPO has a separate transportation enhancement program that identifies and ranks qualified projects.
(10) A financial plan that demonstrates how the adopted transportation plan can be implemented.	A financial plan was prepared and is documented in this plan.
(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	System-level estimates of operations and maintenance costs were identified for state roads and are documented in this report.
(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	Federal and state funding program estimates were provided through the FDOT. These revenue are summarized in the report.
(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.	A financial resources document was prepared as part of the plan. This included detailed discussions of all available revenue sources. While these were considered by the TPO, no revenue sources beyond those currently in place were considered in the development of the Cost Feasible Plan.

Table 1-1 Federal Planning Requirements, Continued

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).	The Cost Feasible Plan was developed using year of expenditure dollars and inflation rates provided by FDOT. All values in this report are expressed in the year-of-expenditure, unless otherwise noted.
(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Funding bands of 2015-2020, 2021-2025, 2026-2030, and 2031-2040 were used.
(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	A maintenance plan is not required for this airshed at this time based on Section 185A of the Clean Air Act Amendments and the adopted State Implementation Plan.
(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	The cost feasible plan includes phases of projects that could not be funded with available revenues. They have been included as "beyond 2040" projects and would be funded fully if additional revenue were to be identified.
(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.	Not applicable. This process is addressed in the plan maintenance phase.

Table 1-1 Federal Planning Requirements, Continued

(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:	Extensive coordination with state and regional agencies, and local municipalities occurred throughout the plan update.
(1) Comparison of transportation plans with State conservation plans or maps, if available; or	Conservation areas were considered as part of the planning process.
(2) Comparison of transportation plans to inventories of natural or historic resources, if available.	A comparison was performed through the Efficient Transportation Decision Making Process. Additional comparisons will be done when a PD&E Study is completed for each project.
(h) The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.	Emergency and disaster preparedness plans were prepared by the West Florida Regional Planning Council and considered part of this plan. Evacuation routes received a priority designation as part of the project evaluation process. Also, individual goals in the goals and objectives report pertains to safety and security as does the evaluation criteria.
(i) The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a).	The Florida-Alabama TPO Board, Technical Coordinating Committee and Citizens Advisory Committee were consulted throughout the plan update process. These boards represent all users. A project steering committee was also created to provide oversite and guidance throughout the development of the plan. Additional information is summarized in the public involvement section of this report. The Pensacola International Airport and the Port of Pensacola staff are members of the TCC. ECAT has membership on both the TPO Board and the TCC.
(j) The metropolitan transportation plan shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	A project website for the TPO is in place and a section of this site is dedicated to the LRTP and all of its various documents. The draft final report was also sent to local libraries, Pensacola International Airport, Port of Pensacola, ECAT and the LRTP Steering Committee members on CD for review and comment.

Table 1-1 Federal Planning Requirements, Continued

(k) A State or MPO shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(10) of this section.	While the Needs Plan does contain illustrative projects, none were included in the Cost Feasible Plan.
(l) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93). During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.	A maintenance plan is not required in this airshed based on Section 185A of the Clean Air Act Amendments and the State Implementation Plan.

1.6 Planning Assumptions

Growth

The average population of the region is getting older and household sizes are getting smaller. As older populations are unable to or choose to discontinue use of private automobiles, more mobility options will be necessary. Meanwhile, recent trends nationwide are showing that younger generations are increasingly turning to transit for their everyday transportation needs. In order to attract and retain younger residents and support the local economy, the benefits of investments in transit will need to be considered.

The TPO recognizes that many residents and visitors, regardless of age, desire a variety of travel options and will work with its partners to design a transportation system that serves the needs of all segments of the population.

Roadways

The TPO's main priorities for investment will be based on the currently adopted priorities for the Strategic Intermodal System (SIS) projects and the non-SIS projects. This includes projects adding capacity on Nine Mile Road (US90) and Burgess Road. Maintaining the existing system so that it remains operating as safely and efficiently as possible by implementing operational and Intelligent Transportation Systems (ITS) solutions also remains a top priority of the TPO.

Some roadway capacity projects identified in the 2035 LRTP and the capacity of certain existing roadways was reconsidered to determine compatibility with the surrounding community and other community goals. On certain corridors, consideration will be given to roadway treatments such as complete streets.

The Congestion Management Process Plan (CMPP) will become increasingly important as the roadway network becomes built-out and funding for major improvements declines. The CMPP will be utilized to identify improvements to maximize the operational efficiency of the roadway network. The CMPP underwent a major update as part of the 2040 LRTP process.

Transit

Transit service will continue to be evaluated as a way to meet various local and regional travel needs. Given the unique circumstances of each community, consideration will be given in the LRTP to implementing bus rapid transit and express bus service to the employment centers of the region.

Other Modes

Bicycle and pedestrian facilities will be incorporated into all road projects, where feasible, and where needed to provide access to premium transit services.

Connectivity amongst modes will be taken into consideration in the design of all transportation projects.

Strategies to address crashes involving bicycles and pedestrians will be analyzed, including those targeting education and enforcement are included as part of this LRTP.

Revenues

Gas tax revenues available for transportation projects will continue to decline with the diminishing purchasing power of the revenues and increased vehicle fuel economy.

The TPO worked closely with the Florida Department of Transportation (FDOT), Escambia and Santa Rosa Counties to identify and estimate available revenues for the LRTP update.

For the 2040 LRTP update the assumption is that only State and Federal transportation revenues will be available for funding SIS and Non SIS projects. Additionally, it is assumed that Escambia County will fund selected projects using the Local Option Sales Tax (LOST). Projects funded with LOST revenues will be determined by Escambia County.

1.7 Long Range Transportation Plan Amendment and Modification Process

During the five (5) years between updates to the LRTP, circumstances may require revision to the LRTP. As with the Unified Planning Work Program (UPWP) the Metropolitan Planning Organization (MPO) Handbook would be consulted for guidance. Long Range Transportation Plan, Chapter 4, section 8, page 4-19 will be followed. Again, there are two (2) types of revision. The guidance in this section sets the minimum thresholds for project changes that trigger an LRTP Amendment at the time of STIP approval, a STIP amendment or NEPA approval. Even if a project

change does not require an amendment, a MPO may still elect to do an amendment at its option if appropriate circumstances warrant.

LRTP Amendments

A major revision to the Long Range Transportation Plan (LRTP) would require an amendment to the Plan. A major revision includes items such as the addition or deletion of projects. It also includes major changes to project costs, initiation dates, or design concepts and scopes for existing projects. Amendments require public involvement. In order to accomplish this, the steps provided in the Metropolitan Planning Organization (MPO) Handbook, Chapter 4, Section 3, revised December 23, 2009, page 4-20 Figure 4C will be followed. The Florida-Alabama TPO will prepare a Draft of the plan documenting the amendment. Similar public outreach activities and opportunities for public comment that occurred during the development of the LRTP will transpire. All public comment received in regards to the amendment will be documented and included in the revision of the LRTP. The request for the amendment will be included as an action item on the TPO agenda and will be noted in the advertisement for the TPO meeting.

Project Cost Changes that Require an LRTP Amendment

A LRTP amendment will be required for LRTP cost increases that exceed 50% of project cost and $50 million.

When assessing project cost changes (including project costs documented in NEPA documents), the cost of the project includes the phases after the PD&E which, for purposes of this document, are Design/PE, ROW and Construction phases.

Other Changes that Require an LRTP Amendment

A. Design Concept or Scope Changes: A major change in the project termini (e.g. expansion) or a change in a project concept(s) such as adding a bridge, addition of lanes, addition of an interchange, etc.
B. Deleting a full project from the CFP.
C. Adding a new project where no phases are currently listed in the CFP.

D. Projects or Project Phase Initiation Date for projects in the CFP:

a) Advancing a project phase from the 3rd 5 years and the last 10 year band of the LRTP to the TIP/STIP years; advancing a project more than one 5 year band (see table with LRTP amendment examples below).

b) Adding a phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) one or more phases of a different project must be deferred to a later band or to the Needs/Illustrative List in order to demonstrate fiscal constraint.

c) For advancing phases of minor projects, please see the LRTP Modifications section.

E. Projects or Project Phase Initiation Date for projects beyond the CFP:

a) Moving a new project from a Needs or Illustrative List to the CFP where no phases are currently listed in the CFP.

b) Moving new phases from a Needs or Illustrative List to an existing CFP project where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) one or more phases of a different project must be deferred to a later band or to the Needs/Illustrative List in order to demonstrate fiscal constraint.

LTRP Amendment Examples				
CFP				Needs
1st 5-yr band TIP/STIP years	2nd 5-yr band	3rd 5-yr band	Last (10-yr) band	**Needs/ Illustrative List**
TO ←		FROM		
TO ←			FROM	
	TO ←		FROM	
TO ANY BAND ←				FROM

LRTP Modifications

An administrative modification is a minor revision to the LRTP. Changes such as funding sources, project or phase start dates and specified changes to costs of a project or a phase. Administrative modifications do not require public review and comment. To provide the best public involvement opportunities and information to the public, the TPO Public Involvement staff has determined that the process to be followed for any modifications to the LRTP would be to place an

advertisement in the largest circulation paper (Pensacola News Journal) for 10 calendar days prior to the modification and to include the modification as an information item on the following TPO agenda with background and project manager contact information included in the enclosure information. Changes that are less significant than those above that trigger an LRTP amendment would only require a modification. These include:

A. Design Concept or Scope Changes: A minor change in the project termini equal to or less than 10% of the total project, i.e., adjusting length for turn lane tapers.
B. Identification of planned use of Federal funds for existing CFP projects if Federal funds are added to a project funded with only state or local funds in the adopted LRTP.
C. Project or Project Phase Initiation Date:
    a) Advancing a project from a 5- or 10-year band to an adjacent 5 year band beyond the TIP/STIP years/1st 5-yr band.
    b) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) where the new phase is funded beyond the TIP/STIP years/1st 5-year band of the LRTP.
    c) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) from a Needs or Illustrative list to the CFP where the new phase is funded beyond the TIP/STIP years/1st 5-year band of the LRTP.
    d) Adding a new phase to an existing CFP project (e.g. if ROW is funded, adding CST Phase) from a Needs or Illustrative list to the CFP where (1) the new phase is funded in the TIP/STIP years/1st 5-year band of the LRTP and (2) the added phases use new funds not contained in the LRTP Revenue Forecast to the CFP.

LTRP Amendment Examples				
CFP				Needs
1st 5-yr band TIP/STIP years	2nd 5-yr band	3rd 5-yr band	Last (10-yr) band	**Needs/ Illustrative List**
TO ←	FROM			
	TO ←	FROM		
		TO ←	FROM	

Advancing Phases for Minor Projects

Projects and/or project phases of $5 million or less can be moved from any 5-yr band to any 5-yr band by modification to the LRTP.

1.8 Regionalism

The Florida-Alabama TPO is part of Northwest Florida, also known as the Florida Panhandle, which is 16-county region that extends along the Gulf of Mexico from Pensacola to just east of Tallahassee. The region occupies a unique geography in Florida, abutting the southern borders of both Georgia and Alabama, as well as the northwestern boundary of the Florida peninsula. The 16-county region includes nearly one-quarter of Florida's 67 counties and approximately 20% of the state's land mass.

Northwest Florida's unique geographic location within Florida makes the region an ideal solution for advanced manufacturing companies seeking a site in the Southeastern United States. With 850 traditional and advanced technology manufacturing companies and more than 25,000 employees, Northwest Florida has the transportation infrastructure, educational institutions, and skilled workforce needed to support diverse manufacturing projects.

The region provides an outstanding physical infrastructure to support advanced manufacturers. Interstate 10 traverses the region, extending from Jacksonville on the Atlantic Coast to Los Angeles on the Pacific. A major CSX rail line parallels I-10, and numerous short-line railroads bisect the CSX line, connecting to the region's deepwater and barge ports in Panama City, Pensacola, and Port St. Joe, in addition to the Intracoastal Waterway. The ports of Jacksonville,

Mobile and New Orleans are also easily accessible by truck or rail from the Panhandle. The region's 4 commercial airports provide nonstop service to many East Coast, Midwest and Southwest cities. In addition, there are multiple Foreign Trade Zones in Northwest Florida.

Northwest Florida offers a highly skilled workforce, with educational and workforce training resources specifically tailored to the manufacturing industry. Northwest Florida's six Air Force and Navy bases provide a pipeline of highly skilled and dedicated workers, many trained in aviation, surface, and seagoing transportation equipment, but with technical skills easily transferable to a wide range of occupations and disciplines. More importantly, these workers separate from the military with the work ethic, discipline, and problem-solving skill sets required by today's advanced manufacturing employers.

The region's educational institutions—from high school Career Academies to state and community colleges to 4-year and graduate education programs at Florida State University, Florida A&M University, the University of West Florida, the University of South Alabama, and Troy State University—provide best-in-class training for advanced manufacturers. Among the specialized manufacturing training resources are the Advanced Technology Center, located at Gulf Coast State College, and the Advanced Manufacturing Training Center, located at Tallahassee Community College. These educational resources are augmented by an outstanding network of Workforce Boards that provide an array of services to manufacturing employers, including recruitment, applicant screening, and worker training programs.

Tourism

Florida has a well-developed tourism infrastructure, developed around its natural and man-made attractions, and nowhere are there so many varied and quality attractions that can be enjoyed by visitors of all ages. Tourism is the number one provider of jobs for Floridians. It is a major provider of tax revenue for cities, counties and the state of Florida.

Florida is well-known for endless miles of sandy beaches, crystal-clear waters, and some of the hottest of the world's "hot spots." The most recent comprehensive study of Florida beach

tourism found that 92 percent of Florida's beach-going tourists come from other U.S. states, and overseas visitors (especially Europeans) reported water sports and sunbathing among their top activities when visiting Florida. Domestically, a 2011 Visit Florida Study found that 40 percent of all U.S. visitors reported beach and waterfront activities as one of their top activities when visiting Florida.

Tourism is one of the main economic engines in the Florida-Alabama TPO area. The direct and indirect job creation related to tourism has a major economic impact within the region.

Military

Pensacola Naval Air Station

Naval Air Station Pensacola, home of the Blue Angels, is recognized as the premier naval installation in the Department of the Navy. NAS Pensacola is primarily dedicated to the training of Navy, Marine Corps, and Coast Guard personnel in naval aviation.

Primary Units Include:

- Naval Aerospace Medical Research Laboratory
- Naval Operational Medicine Institute
- Naval Education and Training Command (NETC), Saufley Field
- Training Wing Six
- Center for Information Dominance (CID), Corry Station
- USAF 313th Training Squadron (Intelligence and Information Warfare)

Whiting Field

Naval Air Station Whiting Field seeks to provide the best services and material support for the training of U.S. Navy, Marine Corps, Air Force, Coast Guard, and International student aviators. Over 1,200 personnel complete their essential flight training at NAS Whiting Field annually.

Primary Units Include:

- Training Air Wing Five
- Center for Naval Aviation Technical Training Detachment (CNATT DET) Milton

Port of Pensacola

Port Pensacola is a diverse and business focused deep-water port. Port Pensacola is a full service port offering stevedoring and marine terminal services for all descriptions of bulk, break-bulk, unitized freight, and special project cargo. From steamship agency to customs brokerage and cargo bagging to heavy crane rentals, the Port of Pensacola and its allied service providers offer a complete range of cargo support services and equipment. Some of the capabilities offered by this contingent of maritime commerce services include direct vessel discharge, switching access, dry bulk storage, liquid bulk storage, Ro/Ro vessel operations, break bulk operations, neo bulk operations, project cargo operations, heavy lift operations, container loading and discharge, container stuffing and stripping, and more.

The following infrastructure and services are available to port customers:

- Seven warehouses with 265,000 square feet of available indoor storage area.
- Covered railcar loading and unloading.
- Four acres of open, outside storage (lay down) area with 8-10 additional acres available for future development.
- On-dock rail service provided by CSX Transportation, Burlington Northern Santa Fe Railroad, and Rail America (Alabama & Gulf Coast Railway).
- Eight berths ranging in depth from 16 to 33 feet, including 2,360 linear feet of primary deepwater berths, 1,000 linear feet of secondary shallow draft berths, and 1,000 linear

feet of shallow draft moorage. Deepwater berths are supported by 1,200 linear feet of rail trackage.

- A full range of stevedoring services and cargo handling equipment.
- International Ship and Port Facility Security (ISPS) certified and U.S. Department of Homeland Security & Florida Department of Law Enforcement compliant security force and procedures.
- An efficient, experienced and professional labor force.
- State and Local development funds & incentive programs available for qualified projects.

Pensacola International Airport

Pensacola International Airport is owned and operated by the City of Pensacola. It covers an area of 1,211 acres and it has two runways. The airport has 350+ acres of land available for new development of Maintenance Repair and Overhaul (MRO) facilities, cargo handling, aviation, commerce and mixed-use property with easy access to Interstate, Port, and Rail Services.

Currently six major airlines, including UPS operate out of the airport moving people and cargo into and out of the region.

Escambia County Area Transit (ECAT)

Escambia County Area Transit (ECAT) operates a network of 20 fixed routes serving Pensacola, Pensacola Beach, and the Town of Century in Escambia County, Florida. In 2011, ECAT developed a Transit Development Plan (TDP) that identified a variety of new service needs related to the county's projected rapid growth. However, ECAT does not have the financial resources to simply add new services to its existing network.

Baldwin County Area Transit System (BRATS)

Baldwin County Area Transit System (BRATS) operates 7 fixed routes, a seasonal routes and 4 ride to work routes. Within the Florida-Alabama TPO study area there is only one route that services the Lillian area on Monday, Tuesday and Thursday. This is an express route which is a demand response / Dial A Ride program which allows travel outside the city. This express route can

connect with the Central Transfer route and fares are charged by mileage. There is currently no transit service in the City of Orange Beach. However, the city is working with the West Florida Regional Planning Council and the TPO to complete a transit feasibility study for the city. This should be completed by the summer of 2016.

The southeastern corner of Baldwin County, Alabama is also included in the Florida-Alabama TPO area. This area consist of a portion of the Town of Lillian and the City of Orange Beach. Lillian is an unincorporated community in eastern Baldwin County, Alabama and is located on U.S. 98 on the western shore of Perdido Bay, 9.5 miles east of Elberta, Alabama. There are approximately 4,700 residents of Lillian although not all of them live within the portion of the town included in the TPO study area. The main industry in Lillian is agriculture.

The City of Orange Beach is also located within Baldwin County and is the easternmost community on Alabama's Gulf Coast, with Florida's Perdido Key bordering it to the east. The city of Gulf Shores is to the west. In 2010 the population was 5,440 residents. Much of the city's economy is based around the tourism industry.

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2.0 Goals and Objectives

2.1 Introduction

The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the 2040 Long Range Transportation Plan update. It is through these statements of policy that the criteria for plan development and project evaluation are based and they will help to guide the development of the plan update.

In crafting the vision statement, goals and objectives, federal transportation legislation, local government comprehensive plans, the Florida Transportation Plan, MPO LRTP guidance published by FDOT, and the 2035 LRTP goals and objectives were utilized as sources to help shape the 2040 LRTP vision statement, principles and strategies. Three of these sources, the MAP-21

Planning Factors, the identified Emerging Issues, and the Florida Transportation Plan, are discussed in more detail in sections 2.2 through 2.5.

Section 2.2 will detail the process by which LRTP goals and objectives were created, including the public participation efforts that provided input for the LRTP Goals and Objectives.

2.2 Development of the 2040 Goals and Objectives

In crafting the principles and strategies, federal transportation legislation, local government comprehensive plans, the FTP, MPO LRTP guidance published by FDOT, and the 2035 LRTP Update Goals and Objectives were utilized as sources to help shape the 2040 LRTP goals and objectives.

The LRTP Steering Committee, made up of members of the Citizens Advisory Committee (CAC) and the Technical Coordinating Committee (TCC) met on four occasions to review and refine the goals and objectives. Over the course of those meetings the committee determined that the goals and objectives were in need of a complete re-write.

At the first two meetings the vision and mission statements and the goals were the focus of the committee's efforts. This resulted in a streamlining of the goals and the elimination of any redundant goals.

Vision Statement

The Florida-Alabama Transportation Planning Organization (TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competiveness, and protects the environment.

Mission Statement

The Florida-Alabama TPO 2040 Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

The second two meetings focused on the objectives. Much time and effort was spent by the committee refining the objectives and crafting them so that they would not only be achievable, but measurable as well.

The final draft of the goals and objectives was presented to the advisory committees at their September 2014 meetings. All three committees unanimously recommended the TPO Board adopt the goals and objectives as presented. The TPO adopted the Goals and Objectives at the September 10, 2014, meeting as drafted by the Steering Committee. The TPO amended the goals and objectives on January 30, 2015 by combining safety and security into one goal and corresponding objectives as recommended by the LRTP Steering Committee. The modified Goals and Objectives are presented below. The goals and objectives are in order of importance as are the corresponding objectives.

Goal A: A transportation system that is safe and secure.

Objective A.1: Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

Objective A.2: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective A.3: Ensure that the regional transportation system can support emergency response and recovery efforts.

Objective A.4: Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).

Objective A.5: Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective A.6: Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.

Objective A.7: Decrease the duration of interruptions in service by having assets prepositioned to deal with events.

Objective A.8: Work with federal, state and local agencies, the private sector and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.

Objective A.9: Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

Goal B: A transportation system that meets user needs.

Objective B.1: Conduct transportation survey(s) on an annual basis.

Objective B.2: Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.

Objective B.3: Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).

Goal C: A transportation system that is maintained and operated efficiently.

Objective C.1: Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.

Objective C.2: Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.

Objective C.3: Ensure that appropriate stormwater measures are included in all roadway projects.

Objective C.4: Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS).

Goal D: A transportation system that is multimodal, integrated and connected.

Objective D.1: Interconnect land uses and transportation facilities.

Objective D.2: Increase the accessibility and mobility of people and goods.

Objective D.3: Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, bicycle facilities, ferry service and pedestrian facilities).

Objective D.4: Integrate transportation modes to increase connectivity of the transportation system across and between modes for people and goods.

Objective D.5: Expand transit services to improve accessibility, availability and desirability of transit travel options.

Objective D.6: Advance the flow of traveler information (such as innovative technology).

Goal E: A transportation system that supports economic vitality.

Objective E.1: Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.

Objective E.2: Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.

Objective E.3: Implement projects that will support the military's ability to carry out its missions at the region's installations.

Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, schools, health care facilities and tourism destinations.

Objective E.5: Seek opportunities to provide a passenger rail system.

Goal F: A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.

Objective F.1: Consider the health impacts of projects and policies for transportation investments.

Objective F.2: Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution).

Objective F.3: Implement complete street and/or context sensitive design into projects.

Objective F.4: Improve para-transit services.

Objective F.5: Promote the integration of recreation, physical activity and other elements of active living into transportation systems.

Objective F.6: Maintain air quality attainment status for ground level ozone.

Goal G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective G.1: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans.

Objective G.2: Continue regional cooperation and coordination at the local, state and federal levels.

Objective G.3: Ensure consistency with the Strategic Regional Policy Plan developed by the West Florida Regional Planning Council.

Objective G.4: Continue to reach out to the traditionally underserved populations during the planning process to ensure access.

Objective G.5: Involve regulatory agencies and interested citizens groups early in the planning process.

Objective G.6: Coordinate with health and education planning efforts to ensure holistic community planning (economic, health, education, etc).

2.3 MAP-21 Planning Factors

Planning requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) were used as a guide when drafting the vision statement, principles and strategies. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

The eight planning factors specifically listed in MAP-21 for consideration in the metropolitan planning process are shown below in Table 2-1.

Table 2-1 Eight MAP-21 Planning Factors

1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and non-motorized users.
3	Increase the security of the transportation system for motorized and non-motorized users.

Table 2-1 Eight MAP-21 Planning Factors, Continued

4	Increase the accessibility and mobility of people and for freight.
5	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system.

The following table shows how the eight MAP-21 Planning Factors were included in the strategies of 2040 LRTP.

Table 2-2 Inclusion of Planning Factors

Objective	Planning Factor 1	Planning Factor 2	Planning Factor 3	Planning Factor 4	Planning Factor 5	Planning Factor 6	Planning Factor 7	Planning Factor 8
A.1		✓	✓	✓	✓	✓	✓	
A.2		✓						
A.3		✓	✓				✓	
A.4		✓	✓		✓			
A.5		✓	✓					
A.6	✓	✓	✓				✓	
A.7	✓	✓	✓					
A.8		✓	✓				✓	✓
A.9		✓	✓					
B.1					✓		✓	
B.2	✓			✓			✓	✓
B.3		✓		✓			✓	✓
C.1							✓	✓
C.2		✓	✓				✓	✓
C.3		✓					✓	✓

Table 2-2 Inclusion of Planning Factors, Continued

Objective	Planning Factor 1	Planning Factor 2	Planning Factor 3	Planning Factor 4	Planning Factor 5	Planning Factor 6	Planning Factor 7	Planning Factor 8
C.4					✓		✓	✓
D.1					✓	✓	✓	
D.2				✓				
D.3		✓		✓	✓	✓	✓	
D.4					✓	✓		
D.5				✓	✓	✓		
D.6	✓	✓	✓	✓			✓	
E.1	✓			✓			✓	
E.2	✓			✓			✓	✓
E.3	✓			✓				
E.4				✓		✓		
E.5					✓	✓		
F.1		✓			✓	✓		
F.2					✓			
F.3		✓			✓			
F.4				✓		✓		
F.5				✓	✓	✓		
F.6		✓		✓	✓	✓	✓	✓
G.1				✓	✓	✓	✓	
G.2	✓		✓	✓	✓	✓	✓	
G.3						✓	✓	
G.4					✓	✓		
G.5					✓		✓	
G.6		✓	✓	✓	✓	✓		

2.4 Emerging Issues

The following issues were outlined by the Federal Highway Administration (FHWA) as a part of their Metropolitan and Regional Planning Support coordination efforts in the support document entitled, "FHWA Strategies for LRTP Updates." These topics are not currently required by federal laws and rules to be addressed in LRTPs. As such, MPOs are not required to include these considerations in their current planning processes and plans. However, given the nature of the issues, FHWA and FDOT encourage each MPO to begin addressing these emerging issues. Each MPO has the discretion to determine whether or not to address these topics in their LRTP, and the appropriate level of detail. Depending upon when new federal surface transportation legislation is enacted, new requirements may have to be addressed just prior to this round of LRTP adoptions, or LRTP amendments may be needed soon after this round of LRTPs is adopted to comply with the new legislation. Addressing these issues early on may minimize the level of future effort needed to achieve compliance.

Safety and Transit Asset Management: MAP-21 also includes significant additions to safety planning and transit asset management on the part of transit grantees and the states. Federal Register guidance is expected on transit safety and transit asset management within the near future.

Performance Measurement: FHWA and FTA encourage the MPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP's effectiveness in increasing system performance will be needed. Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and

schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.

Freight: The planning process is required to address the eight planning factors as described in 23 CFR 450.306(a). The degree to which each factor is addressed will vary depending upon the unique conditions of the MPO areas, but efforts should be made to think through and carefully consider how to address each factor. The importance of freight to the nation's economic wellbeing and global competitiveness, as well as its support and promotion of job creation and retention has heightened its status at the national and regional level. MPOs should be aware that discussions in MAP-21 have largely included a reference to the increasing importance of freight, including the development of Statewide Freight Plans. While this is part of one of the eight planning factors, special emphasis should be given to the freight factor, as it is anticipated to play a more prominent role in future planning requirements.

Sustainable Transportation and Context Sensitive Solutions: The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense "walkable" neighborhood areas, arterial "gateways", greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. Under MAP-21, Transportation Alternatives like bicycle and pedestrian improvements and trails remain eligible under the formula programs while transportation enhancement set-asides have been removed and some uses like historic building renovation and scenic easements may be more restrictive. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles adopted by the MPO might be employed for improved pedestrian and transit access – especially to schools and even traffic calming.

Also, spatial relationships that support public transit like transit oriented development and the "trip not taken" while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might also need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.

Table 2-3 Emerging Issues Incorporation in the 2040 Update

Emerging Issue	Corresponding LRTP Goal(s)
Safety & Transit Asset Management	A, C, D
Performance Measurement	B, D, F, G
Freight	C, D, E
Sustainable Transportation and Context Sensitive Solutions	B, D, F

2.5 Florida Transportation Plan

The 2060 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation decisions in Florida over the next 50 years. The FTP addresses how Florida's transportation system can meet the mobility needs of our growing population, help make our economy more competitive, help build great communities, and help preserve our natural environment. The FTP also addresses how to ensure that our transportation system is safe and secure in a time of unprecedented public concern. Finally, the FTP provides guidance on how transportation investments should be focused during a time of constrained funding, as well as how public and private transportation partners can most effectively work together to make these decisions.

The FTP includes six adopted Goals:

A. Goal: Invest in transportation systems to support a prosperous, globally competitive economy.
B. Goal: Make transportation decisions to support and enhance livable communities.
C. Goal: Make transportation decisions to promote responsible environmental stewardship.
D. Goal: Provide a safe and secure transportation system for all users.

E. Goal: Maintain and operate Florida's transportation system proactively.
F. Goal: Improve mobility and connectivity for people and freight.

The table below shows how the 2040 Principles incorporate the six identified Goals of the 2060 FTP.

Table 2-4 Incorporation of FTP Goals in the 2040 Update

FTP Goal	Corresponding LRTP Goal(s)
A	E
B	D, F
C	F
D	A
E	B
F	B, C, E

2.6 Development of the 2040 Evaluation Criteria

Evaluation criteria were drafted that stem from the goals and objectives created for the 2040 LRTP. The purpose of crafting evaluation criteria is to have a tool to measure whether potential projects are aligned with the policy goals of the Florida-Alabama Transportation Planning Organization (TPO).

To create the evaluation criteria, the goals and objectives of the LRTP were translated into Key Performance Indicators. These indicators are measured numerically. Each indicator was assigned a score of zero, one, two, or three. An indicator with zero points describes the least desirable result, while an indicator with three points described the most desirable result. Therefore, the project that yielded the highest total cumulative score is most aligned with the policies identified in the LRTP goals and objectives.

These criteria were reviewed by the LRTP Steering Committee and the Technical Coordinating Committee (TCC) which resulted in a number of edits. This process and the resulting edits are documented in the Evaluation Criteria Technical Report which may be found on the TPO's website.

As with the process of creating the 2040 Goals and Objectives, the formulation of the evaluation criteria involved much review and revision by LRTP Steering Committee, TPO committees and by the public.

The final set of evaluation criteria are listed below:

A. Safety and Security (25%)

Hurricane Evacuation

- Hurricane Evacuation Route — 3 points
- Not an Hurricane Evacuation Route — 0 points

Source: Northwest Florida Hurricane Evacuation Restudy and Baldwin County Hurricane Evacuation Plan
Related Objectives: A.5 and A.6

Crash and Injury Reduction

- Project with highest incident rate (segment rate) — 3 points
- Project with a mid-range incident rate (segment rate) — 2 points
- Project with the lowest incident rate (segment rate) — 1 point

*Projects are ranked from highest to lowest and awarded a graduated point value based on ranking past five years.

*The Alabama Department of Transportation Chief Engineer has directed that the Alabama Department of Transportation cannot allow accident, incident, crash, injury, or fatality information be shown or presented in association with descriptions of transportation projects, facilities, or physical locations in formal planning documents (UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. Including such language in those documents could potentially expose both the TPO and the State of Alabama to litigation. – *Bureau of Transportation Planning and Modal Programs, Montgomery, AL. May 9, 2014.*

Source: Signal Four Analytics

Related Objectives: A.6

Strategic Highway Network (STRAHNET) Route or Regionally Significant Facility that Crosses County and/or State Boundary

- Project on STRAHNET or Regionally Significant Facility — 3 points
- Project not on STRAHNET or Regionally Significant Facility — 0 points

Source: DOT, Strategic Highway Network (STRAHNET), Strategic Intermodal System, and Northwest Florida Regional TPO

Related Objectives: F.4

B. Users Needs (15%)

Existing (2010) Level of Service based on TPO's Congestion Management System

- Level of Service E or F — 3 points
- Level of Service D — 2 points
- Level of Service C — 1 point
- Level of Service A or B — 0 points

Source: Florida-Alabama TPO's Congestion Management Process Plan and ALDOT Traffic Counts

Related Objectives: B.3

Future (2040) Level of Service in 2040 for all projects in the Needs Assessment

- Level of Service A, B, or C — 3 points
- Level of Service D — 2 points
- Level of Service E — 1 point
- Level of Service F — 0 points

Source: Northwest Florida Regional Transportation Model and Orange Beach Transportation Model

Related Objectives: B.3

Adopted Plans: Project addresses user needs identified in adopted street and highway, master, regional, and local modal plans

- Yes — 1 point
- No — 0 points

Source: TPO, Local Governments, Northwest Florida Transportation Corridor Authority, and DOT

Related Objectives: B.1

C. Operational (15%)

Is project included in adopted Corridor Management Plans?

- Yes — 1 point
- No — 0 points

Source: TPO and Local Governments

Related Objectives: C.4

Is project included in Intelligent Transportation System Regional Plan?

- Yes 1 point
- No 0 points

Source: TPO's ITS Plan, Baldwin County, and Orange Beach

Related Objectives: C.4

Is project included in Freight Plan?

- Yes 1 point
- No 0 points

Source: TPO's Freight Plan

Related Objectives: C.4

Existing (2010) Volume to Capacity (V/C) Ratio based on Regional Transportation Model

- V/C Ratio 1.3 or greater 1 point
- V/C Ratio less than 1.3 0 points

Source: Northwest Florida Regional Transportation Model and ALDOT Orange Beach Model

Related Objectives: C.1 and C.2

Future (2040) Volume to Capacity (V/C) Ratio based on Regional Transportation Model

- V/C Ratio 1.3 or greater 1 point
- V/C Ratio less than 1.3 0 points

Source: Northwest Florida Regional Transportation Model and ALDOT Orange Beach Model

Related Objectives: C.1 and C.2

D. Multimodal (15%)

Bicycle, Pedestrian, or Public Transportation Improvement

- Project provides public transportation, bicycle, or pedestrian improvement 3 points
- Project provides no public transportation, bicycle, or pedestrian improvement 0 points

Source: TPO's Bicycle-Pedestrian Plan, TPO's Transit Development Plan, Baldwin County, and Orange Beach

Related Objectives: D.3, D.4 and D.5

E. Economic Vitality (10%)

Economic Development and Freight Movement

- Project provides a direct connection to a major activity center (airports, ports, industrial parks, tourist centers, military installations, retail malls, medical facilities, and educational facilities)
  3 points
- Project does not provide a direction connection to a major activity center (airports, ports, industrial parks, tourist centers, military installations, retail malls, medical facilities, and educational facilities)
  0 points

Source: DOT, SIS, TPO Freight Plan, and Northwest Florida Regional TPO

Related Objectives: E.1, E.2, and E.3

Continuity and Connectivity: Improvement to route continuity and the connectivity of the overall transportation network

- Project has regional significance and provides considerable benefit to the regional transportation system (U.S. Highway Number)
  3 points
- Project has multijurisdictional significance and provides benefit to a multijurisdictional area (State Highway Number)
  2 points
- Project has more than a local significance (County Highway Number)
  1 point
- Project has local significance (only) and provides benefit only to a localized Area (local roadway) 0 points

Source: DOT and Local Governments

Related Objectives: E.1, E.2, E.3, and E.4

F. Quality of life (10%)

Project Environmental/Social Impacts

- Project has gone through Project Development and Environmental Study and/or DOT Consultant review and has no impacts or impacts are addressed
  1 point
- Project has impacts 0 points

Source: DOT
Related Objectives: F.2

Community Impact Assessment

- Project has overall positive community impact 1 point

- Project does not have community support 0 points

Source: Project specific community impact assessment summary comments.
Related Objectives: F.3

G. Planning Process (10%)

Project Status

- Right-of-Way scheduled in 4th or 5th year of Work Program or Completed 3 points
- Final Design scheduled in 4th or 5th year of Year Work Program or Completed 2 points
- Project Development and Environmental Study (PD&E), Completed, underway, or scheduled in the 5 Year Work Program 1 point
- No Project Phases scheduled 0 points
- Project Scheduled for Construction in the Five Year Work Program /Capital Improvement Program or Project Scheduled for Right-of-Way or Design in First three years of Work Program is considered a **Committed Project in Long Range Plan and is not subject Evaluation Criteria ranking)**

Source: DOT Five Year Work Program and Local Government Capital Improvement Program

Related Objectives: G.1 and G.2

Local Government Contribution

- Yes 1 point
- No 0 points

Source: Local Government Capital Improvement Program.

Related Objectives: G.1 and G.2

Notes: (a) The maximum total points a project can receive is **570** points:

Hurricane Evacuation	3*25 = 75
Crash and Injury Reduction	3*25 = 75
STRAHNET or Regionally Significant Facility	3*25 = 75
Level of Service (Existing CMP)	3*15 = 45
Level of Service (2040 Needs Assessment)	3*15 = 45
Adopted Plans	1*15 = 15
Corridor Management Plans	1*15 = 15
Intelligent Transportation System Regional Plan	1*15 = 15
Freight Plan	1*15 = 15
Volume to Capacity Ratio (Base Year)	1*15 = 15
Volume to Capacity Ratio (2040 Needs Assessment)	1*15 = 15
Bicycle, Pedestrian, or Public Transportation	3*15 = 45
Economic Development and Freight	3*10 = 30
Continuity and Connectivity	3*10 = 30
Project Environmental Social Impacts	1*10 = 10

Community Impact Assessment	1*10 = 10
Project Status	3*10 = 30
Local Government Contribution	1*10 = 10
Maximum Total Points	**570**

The results of the application of the evaluation criteria may be found in the Evaluation Criteria Technical Report located on the LRTP website.

3.0 Public Involvement Program

Public involvement is a fundamental component of effective transportation planning, project development, and implementation. The Florida-Alabama TPO is committed to meaningful public involvement throughout the long-range planning process. The earliest and best opportunity for interested persons and public agencies to provide input into the TPO's policy and investment priorities for transportation is through participation in the update of the 2040 LRTP. The TPO places a high priority on coordination, cooperation, communication, and collaboration with the public. Users of the transportation system have a stake in transportation decisions because they pay for the system. Therefore, it should not be a surprise that these same users want to have a say in transportation decision-making. Public involvement can't just consist of holding meetings or issuing press releases, it has to be about planning and implementing a comprehensive, educational, and integrated program to involve the public in transportation decisions. This Public

Involvement Plan (PIP) spells out the TPO's process for providing the public with reasonable opportunities to be involved in the long range transportation planning process. The Florida-Alabama TPO has been, and continues to be, fully compliant with federal and state requirements pertaining to public participation.

The PIP may be found on the TPO's website http://www.wfrpc.org/fatpo/Florida-Alabama%20TPO%20PPP%20June%202012.pdf.

Public involvement occurs at all stages of the transportation lifecycle. At the LRTP stage, public involvement is less about specific project development and more about strategic directions and long range objectives. Public participation and feedback is a valued tool used by the TPO with the goal of investing in mobility projects that meet the needs of the community now and in the future. While it can be more challenging to engage interested parties at this stage, there is tremendous value in emphasizing the benefits of public involvement and public participation at these early stages.

The initial step to effectively engaging the public was to make people aware that the 2040 LRTP was being developed. In an effort to reach as many people as possible, the TPO used a variety of media outlets to inform the public. These included print media, a project specific website, e-mail blasts to the Transportation Information Network (TIN) which is made up of interested parties and includes area environmental, social media, and a series of newsletters and press releases.

Newsletters

In order to familiarize the general public with the function of the TPO and introduce the update, a series of newsletters was developed throughout the LRTP process. The newsletters were sent out through the Transportation Information Network (TIN), a database of interested individuals and stakeholders, and were sent to anyone that attended any of the workshops or meetings. In addition, they were posted to the project webpage. Each newsletter was dedicated to various

aspects of the update, including the goals and objectives, needs assessment, development of the cost feasible plan and plan adoption. These newsletters brought readers up-to-date and provided a variety of ways to get involved, from public meetings to the project web page. Appendix C contains the four newsletters developed for the 2040 LRTP update.

Flyers & Advertisements

In addition to the Newsletters, the TPO produced flyers to publicize specific meetings or workshops. Ads were placed for outreach events in the Pensacola News Journal, the local newspaper with the broadest circulation, promoting each of the workshops. In addition to the paid ads, several LRTP and TPO meetings were covered by the local papers.

Transportation Information Network (TIN)

The Transportation Information Network (TIN) is an evolving list of interested parties that have asked to be sent information in the TPO planning process and projects. This list is comprised of general citizens, community based groups, as well as state and regional organizations. As of the time of this plan update the TIN was comprised of over 49 individuals. The majority of the information is sent to the TIN via e-mail for the LRTP update.

Project Website

The TPO maintained a project webpage, http://www.wfrpc.org/programs/fl-al-tpo/long-range-plan. It was developed to provide an overview of the LRTP update process, to serve as a repository for project documents and to provide information on the LRTP. The 2040 LRTP site was incorporated in the www.wfrpc.org site through a direct link on the home page. The website content was updated throughout the study.

The TPO's website featured news and information about the plan update, related documents and announcements related to workshops and public meetings. Through the project website, the public could e-mail comments or request to be added to the TPO mailing lists. A link on the website led viewers to the updated schedule, project goals and objectives, interim documents, maps, project listings, and a calendar of public events.

Agency Briefings

Agency briefings were conducted at key milestones in the update process. Presentations were made to the TPO Board and Advisory Committees including presentations on project overview, goals and objectives, land use alternatives and trends, workshop and public meeting results, and the development of the needs and cost feasible plans. In addition, a LRTP Steering Committee was formed to develop the goals and objectives, evaluation criteria, and Needs and Cost Feasible Plan recommendations. This committee was made up of members from the Citizens Advisory Committee (CAC) and the Technical Coordinating Committee (TCC).

Community Meetings and Presentations

The TPO proactively sought community events likely to generate crowds of people. Typically, handouts, and survey forms were distributed at these events. These venues offered the opportunity for citizens who may not have previously been familiar with the TPO or the LRTP update to get involved and allowed citizens the chance to speak directly with transportation planners.

Additionally, throughout the life of the study, the TPO sought out opportunities to meet with diverse groups for the purpose of presenting plans and receiving feedback. Team members attended community meetings and made presentations to civic, professional and special interest groups. This included presentations to Rotary Clubs, Kiwanis Clubs, Chambers of Commerce and like groups.

Below is a list of organizations and groups that were provided briefings on the development of the 2040 Long Range Transportation Plan.

- Kiwanis Club on August 12, 2014 at Cordova Lanes in Pensacola.
- Rotary Club on August 15, 2014 at Cokesbury Methodist Church in Pensacola.
- Navarre, Inc. on October 21, 2014 at the Santa Rosa County Visitor's Information Center in Navarre.
- 350 Pensacola on January 7, 2015 at Bayview Center in Pensacola.
- Perdido Bay Optimist Club on February 7, 2015 Lillian.
- Scenic Heights Homeowners' Association on March 19, 2015 in Pensacola.
- Perdido Key Chamber of Commerce on March 25, 2015 in Perdido Key.
- Port of Pensacola Users' Association on March 26, 2015 in Pensacola.
- Disability Summit Council on March 27, 2015 at West Florida Hospital in Pensacola.
- CareerSource Escarosa on March 27, 2015 in Pensacola.
- Santa Rosa County Chamber of Commerce on April 10, 2015 at Nichols Seafood Restaurant in Milton.
- Abate of Florida, Inc. on April 26, 2015 at American Legion in Pensacola.
- Santa Rosa Creek Indian Tribe on April 27, 2015 at Pace Community Center in Pace.
- Escambia County Area Transit on April 30, 2015 at Transfer Center in Pensacola.
- Pace Chamber of Commerce on June 3, 2015 at Grover T's Restaurant in Milton.
- Bagdad Waterfront Partnership on July 27, 2015 at the Methodist Church in Bagdad.

Comments and questions were recorded at each of these presentations. Answers to all questions were developed and sent back to the groups and comments were logged. Some of the comments ultimately led to new projects being included in the plan. An example of this would be the railroad overpass on Airport Boulevard. Another comment received led to concerns over the proposed northern beltway being raised. The Creek Indian Tribe noted that there are several Native American burial grounds in that part of Escambia County. Any route that traverses that part of the county will need to be sensitive to those grounds.

Open Houses

At key points during the development of the 2040 update, the TPO collaborated and coordinated with other local agencies to engage the public. Joined by planning partners from the local governments and FDOT, workshops were held at locations throughout the study area. Participants viewed maps and proposed projects and had an opportunity to speak with planners. During the development of the 2040 LRTP, ten (10) open house/workshops were held; four were held for the project initiation or kickoff, three open house workshops were held for the development of the Needs Plan and three workshops were held during the development of the Cost Feasible Plan.

Table 3-1 Public Workshops

Workshop Data	Location	Meeting Purpose
May 12, 2014	Orange Beach Adult Activity Center	Project Kickoff/Introduction
May 13, 2014	Pensacola City Hall	Project Kickoff/Introduction
May 13, 2014	Santa Rosa County Media Room	Project Kickoff/Introduction
May 14, 2014	Tyron Branch Library	Project Kickoff/Introduction
March 23, 2015	Lillian Community Center	Needs Plan development
March 24, 2015	West Florida Regional Library	Needs Plan development
March 25, 2015	Tiger Point Community Center	Needs Plan development
August 24, 2015	Perdido Key Community Center	Cost Feasible Plan development
August 25, 2015	Gulf Breeze Community Center	Cost Feasible Plan development
August 27, 2015	University of West of West Florida	Cost Feasible Plan development

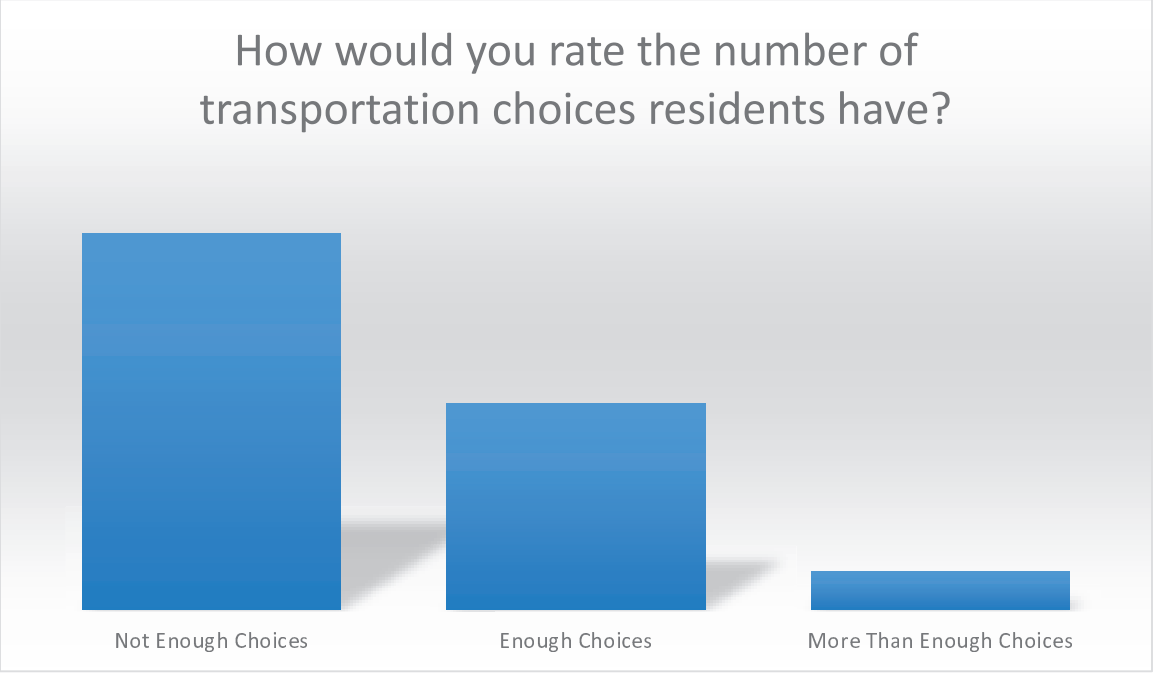
Transportation Questionnaire

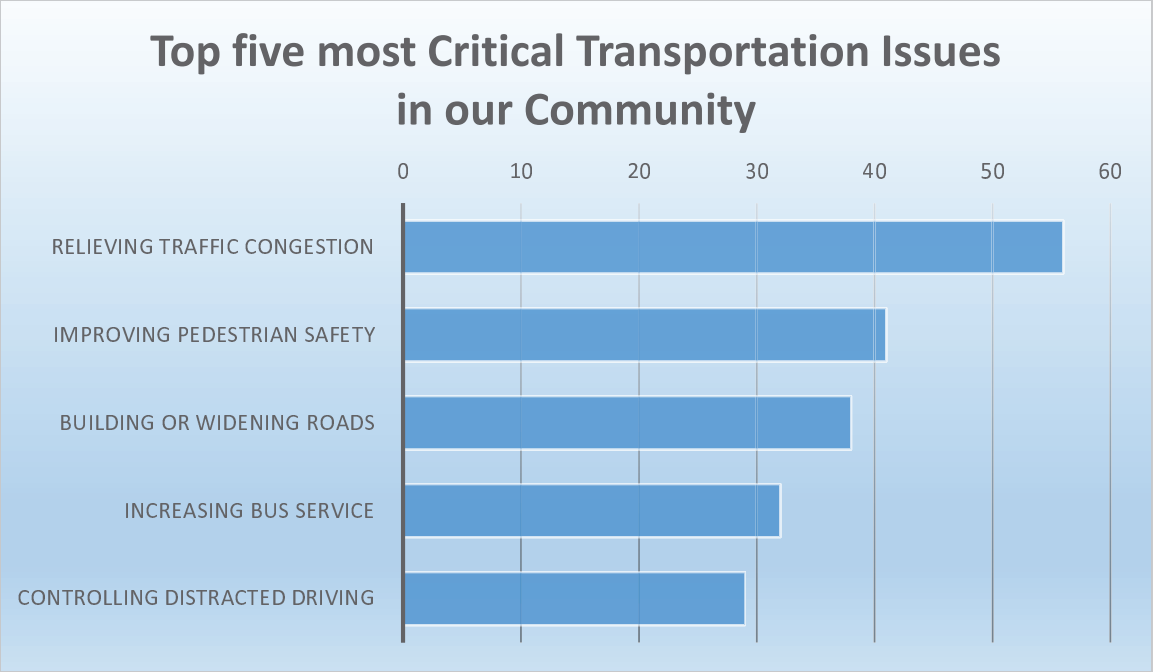
At each of the public workshops and the community meetings, a transportation questionnaire was administered to those in attendance. Throughout the plan update, over 200 questionnaires were completed. Questions included topics such as funding, public transportation, and the

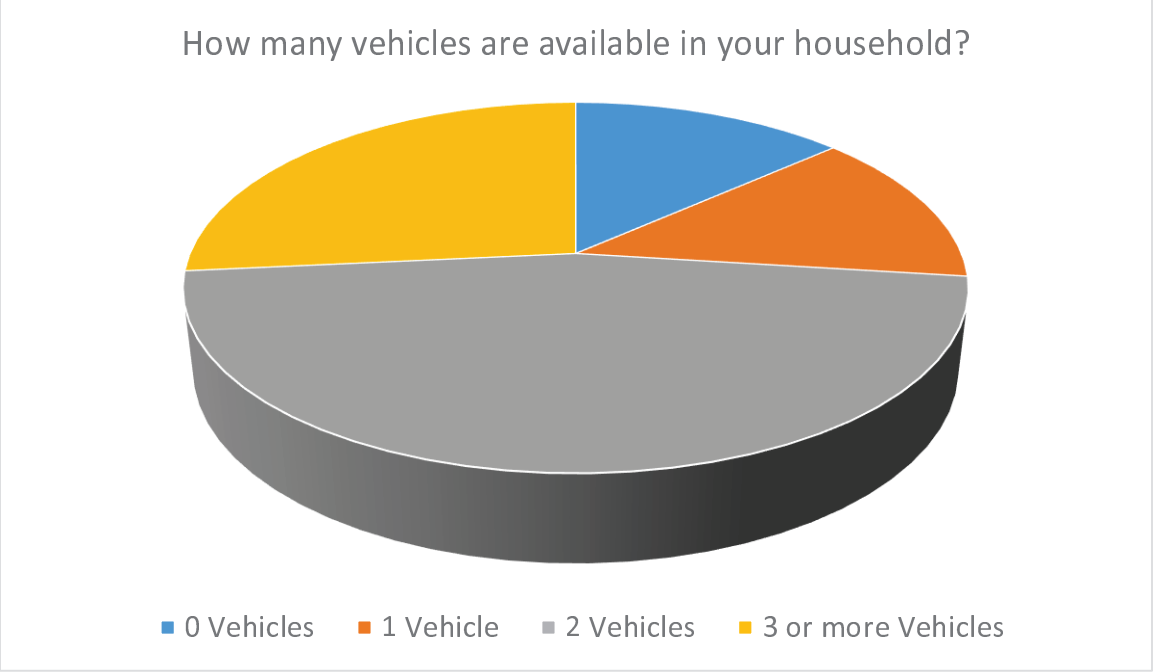
importance of various transportation issues. Below are several charts depicting the feedback the TPO received during the LRTP update process.

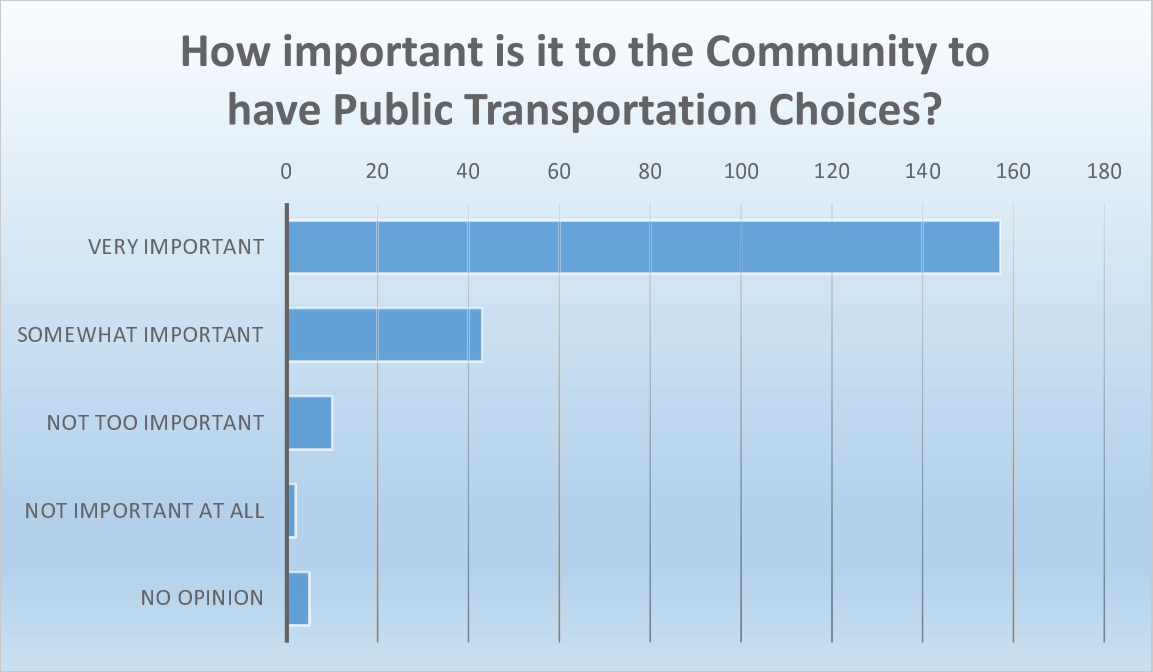
One of the questions asked: "If you had $100 total to spend on the following transportation projects, how would you allocate your money?" The top five answers are as follows:

1. Maintain existing roads
2. Widen existing roads
3. Enhance sidewalk connectivity
4. Implement Intelligent Transportation Systems (ITS) projects, and
5. Add new bus routes




Top five most Critical Transportation Issues in our Community
0
10
20
30
40
50
60
RELIEVING TRAFFIC CONGESTION
IMPROVING PEDESTRIAN SAFETY
BUILDING OR WIDENING ROADS
INCREASING BUS SERVICE
CONTROLLING DISTRACTED DRIVING


How many vehicles are available in your household?
0 Vehicles
1 Vehicle
2 Vehicles
3 or more Vehicles



The results of the questionnaire were presented to the LRTP Steering Committee, the TPO's advisory committees and the TPO Board as they were considering the Needs and Cost Feasible Plans.

Additional information on the questionnaire may be found on the TPO's website: http://www.wfrpc.org/wp-content/uploads/2014/08/FY-2014-2015-FL-AL-TPO-Transportation-Survey-Results1.pdf

Public Hearing

Prior to adopting the 2040 Long Range Transportation Plan Update, the TPO held a public hearing on November 3, 2015 at the Escambia County Board of County Commission chambers. Consistent with its Public Participation Plan and federal requirements, the hearing was advertised 30 and 10 days prior to the date and a draft of the 2040 LRTP was made available at the meeting, on-line and at the TPO's office. The public hearing was fully accessible to persons with disabilities. The public hearing was properly advertised in the local newspaper and media advisories were

distributed. The only comments made during the public hearing were in support of the project under development for major intersection improvements at US98/Bayfront Parkway/17th Avenue. This project is viewed by supporters as a gateway project into the City of Pensacola and will be considered as part of the US98 (Three Mile) bridge replacement project. A second comment was made related to the ongoing replacement of the US98 (Three Mile) bridge. A citizen commented that replacing the bridge with only six lanes was shortsighted and that it should be an eight lane bridge to account for future demand to cross Pensacola Bay.

Summary Brochure

Subsequent to LRTP adoption, a fold-out brochure was created to summarize the study process and present the 2040 Plan. The brochure includes a project list and map for easy reference. The summary brochure was distributed in print (500 copies) and electronic versions as well as posted on the TPO website. It was distributed to all local governments and copies are available at the TPO offices.

Advisory Committees

The TPO receives public and agency input from two committees that advise on projects, plans, and policies. Citizens are actively recruited to join the joint Citizens Advisory Committee (CAC). Local governments are represented on the Technical Coordinating Committee (TCC). For the LRTP update, a special Steering Committee made up of members from both met regularly throughout the process to review materials and projects that made up the plan.

Throughout the plan update process the TPO strived to solicit input from all interested parties. This included public agencies, shippers, bicycle and pedestrian advocates, representatives of the disabled community and others. As this section shows, everyone was given reasonable opportunities to provide input on all aspects of the 2040 plan development.

3.1 Environmental Justice – Community Impact Assessment

The Environmental Transportation Decision Making (ETDM) process requires a social-cultural effects evaluation and community profiles in the State of Florida. Demographic maps were used as one of the tools to evaluate the 2040 Needs Assessment projects.

For the 2040 Long Range Transportation Plan, the Florida-Alabama Transportation Planning Organization (TPO) staff had its consultant (Atkins) contact low-income and minority groups in Escambia and Santa Rosa Counties to arrange presentations regarding the Draft 2040 Cost Feasible Plan Projects. It was decided to focus on the low-income and minority populations because of an analysis of attendance at public workshops associated with plan development. The low-income and minority groups were under-represented in the process even though the meeting times and locations allowed for the traditionally underserved to participate in the process. Thus, additional presentations to low-income and minority groups were arranged. Organizations in both Escambia and Santa Rosa Counties were identified and contacted regarding informational presentations related to the TPO process and specifically the 2040 LRTP Update.

3.2 Title VI and Public Participation in the LRTP Development

The Florida-Alabama Transportation Planning Organization is committed to ensuring public participation in the development of all transportation plans and programs. It is the overall goal of the TPO that the transportation planning process be open, accessible, transparent, inclusive and responsive. As a continuing effort by the TPO to provide public access and the means by which to engage in the planning process, the TPO has established the following public participation goals for all documents and programs through the Public Participation Process (PPP):

(1) An Open Process – To have an open process that encourages early and continued public participation. All TPO and committee meetings are open to the public.

(2) Easy Information Access – To provide complete and timely information regarding plans, programs, procedures, policies and technical data produced or used during the planning process

to the general public and the media. All TPO meeting announcements, documents, maps and plans can be viewed at http://www.wfrpc.org/programs/fl-al-tpo.

(3) Notice of Activities – To provide timely and adequate public notice of hearings, meetings, reviews and availability of documents.

(4) Public Input and Organizational Response – To demonstrate consideration and recognition of public input and comments and to provide appropriate responses to public input.

(5) An Inclusive Process – To encourage participation in the planning process by traditionally under represented segments of the community; low-income groups, minorities, persons with disabilities, and the elderly; and to consider the needs of these groups when developing programs, projects or plans.

Additionally, the Florida-Alabama TPO was and will be compliant with and follow all Title VI laws, processes, and programs to include the following:

- Civil Rights Act of 1964, 42 USC 2000d, et seq. - 42 USC 2000d which prohibits exclusion from participation in any federal program on the basis of race, color, or national origin.
- 23 USC 324 which prohibits discrimination on the basis of sexual orientation, adding to the landmark significance of 2000d. This requirement is found in 23 CFR 450.334(1).
- Rehabilitation Act of 1973, 29 USC 794 which prohibits discrimination on the basis of a disability, and in terms of access to the transportation planning process.
- Americans with Disabilities Act of 1990 which prohibits discrimination based solely on disability.
- ADA encourages the participation of people with disabilities in the development of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the TPO will take place in locations which are accessible by persons with mobility limitations or other impairments.
- Executive Order 12898 or referred to as Environmental Justice, which requires that federal programs, policies and activities affecting human health or the environment will identify and avoid disproportionately high and adverse effects on minority or low-income populations. The intent was to ensure that no racial, ethnic, or socioeconomic group bears a disproportionate share of negative environmental consequences resulting from government programs and policies.
- Language Assistance Plan which is required by Title VI of the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular C 4702.1B, October 2012.

- The Florida-Alabama TPO has completed a Four Factor Analysis of the Florida-Alabama Metropolitan Planning Area to determine requirements for compliance with the Limited English Proficiency (LEP) provisions.
- Based on analysis, the TPO has identified a population within the MPA that may require TPO assistance in participating in the planning process. A Language Assistance Plan has been developed and is documented in the 2013 Public Participation Plan which can be accessed at the following http://www.wfrpc.org/fatpo/Florida-Alabama%20TPO%20PPP%20June%202012.pdf

In order to further support the public participation goals of the TPO, the public is and was encouraged to participate in the development of the LRTP. The 2040 LRTP process has included three series of public involvement meetings designed to obtain input from the public concerning the long range transportation planning process in the Metropolitan Planning Area. This process culminated in a set of public involvement meetings that were held to present the draft 2040 LRTP and receive comments from the public. Also, all TPO meetings are open to the public. At these meetings, the TPO committees review and approve the draft and final LRTP documents. Interested individuals may also review and comment upon these documents in tandem with the TPO committees. Individuals may address their concerns to the TPO committees directly at any meetings they attend. The LRTP Project Manager at the Florida-Alabama TPO should be contacted to coordinate an address to the TPO committees and to obtain final and summary documents.

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4.0 Growth Forecasts

Land use and transportation are inextricably linked. How communities develop over time greatly influences transportation choices as well as the efficiency and the livability of the transportation systems. Where and how the region grows sets the foundation for the type and location of future transportation investments.

The first step in travel demand modeling is development of future land use scenarios, and the first step in the land use scenario process involves the development of a Trend Scenario. The Trend Scenario is intended to illustrate the build-out potential of the region by 2040 based on existing land use policies and current development patterns. The trend analysis estimates future population, household and employment data for all the study area Traffic Analysis Zones (TAZs) through 2040. The trend scenario served as the base condition from which alternative land use and transportation scenarios were developed and compared.

The base year for the LRTP is 2010 and all base year data for the Florida-Alabama 2040 LRTP is based on conditions on the ground as of 2010. Forecast data for this plan update is at the TAZ level and will serve as the inputs to the Northwest Florida Regional Planning Model. The model utilized this data and forecast mobility deficiencies expected for 2040, which is critical information used in development of the Needs Plan.

4.1 Growth Allocation

Population estimates were used to determine control totals per county for each projected year. In addition a number of different sources were used to assist in determining where in the county and when development will occur. Following the determination of control totals, forecasted growth was allocated to the individual Traffic Analysis Zone (TAZ) level. The TPO obtained future year population estimates from the University of Florida, Bureau of Economic and Business Research (BEBR), Volume 46, Bulletin 165 (Appendix 1) for use as control totals for each county.

The three zones in Lillian Alabama were forecast by taking the annual growth rate from the 2006 to 2035 socioeconomic data sets and applying that to the 2035 data for five years to get the new 2040 data. Due to the fact the southern portion of Baldwin County, where the City of Orange Beach is located, is not currently included in the Northwest Florida Regional Planning Model; there were no growth forecasts developed for that area. Instead, the TPO coordinated with the City of Orange Beach and ALDOT to develop reasonable traffic forecasts for the area's roadways.

The BEBR Medium population estimates were utilized as the control totals for Projected Year Zonal Data (Zdata). The recommended control totals for each county are shown below.

Population Control Totals by County

County	2015	2020	2025	2030	2035	2040
Escambia	301,800	307,100	311,800	315,900	319,300	322,300
Santa Rosa	162,900	179,000	194,100	207,400	218,800	229,900

Employment Control Totals by County - Escambia

Employment	2015	2020	2025	2030	2035	2040
Industrial	17,920	17,682	17,421	17,136	16,831	16,507
Commercial	37,381	38,433	39,334	40,075	40,646	41,037
Service	122,190	130,886	140,061	149,730	159,900	170,580
Total	177,491	187,001	196,816	206,941	217,377	228,124

Employment Control Totals by County – Santa Rosa

Employment	2015	2020	2025	2030	2035	2040
Industrial	5,503	5,700	5,880	6,047	6,196	6,326
Commercial	12,099	13,421	14,850	16,388	18,034	19,788
Service	34,389	38,423	42,952	48,029	53,717	60,073
Total	51,991	57,544	63,682	70,464	77,947	86,187

The Future Land Use Allocation Model (FLUAM) was used to allocate future development to the appropriate Traffic Analysis Zone (TAZ). Using this methodology, each vacant parcel is assigned a Future Land Use designation based on its spatial location. Since Future Land Use (FLU) is created by the individual municipalities, and counties in the case of unincorporated areas, the future land use was generalized into 19 categories. Comprehensive plans or similar documentation for each municipality and county in District 3 was obtained and used to assign a generalized FLU to each individual FLU category.

The Department of Revenue (DOR) Code is a classification code that is assigned to each parcel based on its existing use. The DOR code is used to determine each parcel's existing land use. In this application, it was necessary to generalize the DOR codes to a Zdata category. In addition to other factors driving development, the existing use of a parcel and the future land use of a parcel was considered.

4.2 Land Use Subcommittee

An important aspect of the LRTP update was the Land Use Subcommittee. The TPO Land Use Subcommittee, made up of local planning staffs, FDOT, representatives from the area home builders, local chamber of commerce and realtors were used to oversee the development of the inputs used in the land use model and to provide policy direction on model inputs and

assumptions. The Land Use Subcommittee also reviewed the results from the model and provided recommendations on adjustments to the model to more accurately reflect local land use policies. This outreach and coordinating effort with various planning agencies and the private sector helped to ensure the best available data was used in the development of these land use projections and for the long range transportation plan.

5.0 2040 Needs Assessment

Escambia, Santa Rosa and Baldwin Counties have all begun to recover from the downturn in the economy and the oil spill and have experienced increased growth in population and tourism during the past several years and while the forecasts have been scaled back due to the economy, growth is expected to continue at a reasonably healthy rate throughout the region. Each county boasts a number of economic and quality of life advantages that contribute to its growth and continued development. These advantages include:

- Higher Education – The University of West Florida (UWF) and Pensacola State College are both located in the heart of the region. Both schools have earned a reputation for educational excellence and community involvement. As part of Florida's public system

of 28 state and community colleges, UWF State College offers bachelor's degree programs, associate degrees, and certificates.

- Recreational Opportunities – The region counties enjoy a moderate climate year-round, numerous fresh and saltwater fishing and boating activities, preserved wetlands and wildlife areas, extensive park system, and world famous white sandy beaches.
- Diverse Economic Engines – The area's economy is fueled by a variety of key economic generators. Tourism continues to be one of the biggest economic drivers in the area because of the area's emerald green waters and sugar white beaches. The military has several installations in the area and there is considerable growth in the service sector driven by recent expansions at Navy Federal Credit Union. They have announced intentions to expand their campus on western Nine mile Road to house over 10,000 employees within the next 10 years.

The rationale for developing a Needs Plan is twofold. First, transportation revenue allocations could change in future years, affecting the amount of financial resources available to fund needed improvements Second, the Needs Plan allows the TPO's partners to develop a future transportation vision for the community that reflects social, environmental, and economic policy objectives and helps local governments see the effects of land use decisions.

The process followed in the development of the 2040 Needs Plan included extensive public involvement, coordination with the TPO advisory committees, and evaluation of various roadway and transit alternatives. This process included developing a list of constrained corridors, committed mobility projects, 2040 mobility deficiencies, and mobility alternatives.

The 2040 Needs Plan includes not only roadway projects it also identifies high-capacity transit projects, and mobility programs to address congestion and safety issues. Other projects are pulled from the Bicycle Pedestrian Master Plan and from the Regional Intelligent Transportation System (ITS) Plan (September 2010). In addition, projects were identified that will enhance the movement of freight in the region. These projects were identified in the Regional Freight

Network Plan, Highways of Commerce (April 2010) developed by the TPO and included in the 2040 LRTP Needs Plan.

5.1 Constrained Corridors

Constrained corridors are roadways that will not be widened beyond the current number of lanes due to environmental, physical, political, or severe economic constraints. Generally speaking, the Needs Plan is unconstrained in relation to financing; the Needs Plan should be a realistic listing of projects. To that end, constrained corridors are identified so that improvements proposed will be reasonable for the type of corridor involved.

The initial listing of constrained corridors was based on the corridors identified in the previous 2035 LRTP Update. These roadways were listed and mapped out for discussion with the LRTP Steering Committee. Based on this review no additional corridors were identified as constrained. The only roadways considered constrained are as follows:

- Scenic Highway from US90 to the Bayou Texar Bridge
- 12th Avenue from Cervantes Street to Fairfield Drive

5.2 Existing plus Committed (E+C) Network

To determine what roadway projects are initially needed, an Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads, within the study area, plus new or expanded (committed) roadways funded for construction between 2010 and 2019.

The TPO's Transportation Improvement Program and the FDOT's Five-Year Work Program were also reviewed for capacity projects meeting the prescribed criteria to be considered committed.

A comprehensive list of the projects that are considered committed are shown in Table 5-1. The committed projects for the 2040 LRTP Update are depicted in Figure 5-1.

Table 5-1 Committed Capacity Projects

Roadway	Limits	Project
Avalon Boulevard / SR 281	I-10 to Sterling Way	Widen to 4 Lanes
Alcaniz Street	Wright Street to Cervantes Street	Convert from one-way to two-way facility
Baylen Street	Main Street to Cervantes Street	Convert from one-way to two-way facility
I-10	SR 291/ Davis Highway to Scenic Highway	Widen to 6 lanes
I-10 @ SR 95 Interchange Mod.		Phase 1 of interchange modification
I-10	East end of the Escambia Bay Bridge to E SR 281 Avalon Blvd.	Design / Build for the future widening to 6 lanes
Longleaf Drive	SR 297 Pine Forest to Wymart Road	Construction of future 4-lane of Longleaf Dr.
S Palafox Street	Garden Street to Main Street	Convert from one-way to two-way facility
Spring Street	Main Street to Cervantes Street	Convert from one-way to two-way facility
SR 10 (US 90A) 9 Mile	SR 297 Pine Forest to SR 95 (US 29)	Widen to 4 Lanes
SR 10 (US 90A) 9 Mile	CR 99 Beulah Road to SR 8 (I-10)	Widen to 4 Lanes
SR 10 (US 90A) 9 Mile	SR 8 (I-10) to SR 297 / Pine Forest Road	Widen to 4 Lanes
SR 87	North of Five Forks Road to Eglin AFB Boundary	Widen to 4 Lanes
SR 87	Eglin AFB Boundary to 2 miles south of the Yellow River	Widen to 4 Lanes
SR 87	2 miles south of the Yellow River to CR 184	Widen to 4 Lanes
US 29	I-10 to 9 ½ Mile Road	Widen to 6 Lanes
US 98 / SR 30 Phillip D. Beall Bridge	Pensacola to Gulf Breeze	Replacement of existing bridge w/ a 6-lane facility
Olive Road	Palafox Street to Davis Highway	Widen to Three Lanes
Olive Road	Davis Highway to Ninth Avenue	Widen to Three Lanes
Olive Road	Ninth Avenue to Scenic Highway	Widen to Three Lanes

Legend

- Interchange or Overpass Project
- 2-way
- 3 Lane
- 4 Lane
- 6 Lane
- County Boundary

N W E S

0 1 2 Miles

Figure 5-1

2040 Committed Projects

Florida-Alabama TPO Transportation Planning Organization

2040 Long Range Transportation Plan

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5.3 Deficiency Analysis

These projects are then coded into the transportation model and the model is run with the 2040 land use data to determine deficiencies. Deficiencies are based on volume to capacity ratios. To determine the transportation needs for the year 2040, the traffic model is run using the Existing plus Committed Network and projected future land use in 2040. The inputs to the model considered several local government master plans including the Escambia County Sector Plan. One of the outputs of this model is a map showing the road deficiencies. The deficiency map is one of the tools to help determine where and what type of roadway improvements are needed to meet demand of future growth on the infrastructure. For this analysis, the following table was utilized.

Table 5-2: Congestion Levels

Daily v/c Ratio	Congestion Level
0.9 – 1.1	Borderline Congested
1.1 – 1.3	Congested
Higher than 1.3	Very Congested

The 2040 deficiency analysis yielded a substantial number of roadways expected to experience some degree of congestion if no additional improvements are made through the year 2040. Figure 5-2 depicts the results of the roadway deficiency analysis.

The deficiencies identified in Figure 5-2 were then used as input in the development of the 2040 Needs Plan.

5.4 Development of the 2040 Needs Plan Alternatives

The results of the 2040 deficiency analysis were used to develop the 2040 needs alternatives. Similar to the previous LRTP update, the 2040 LRTP strived to create a multi-modal plan in that there would not be an emphasis on one mode or another, but a marrying of all modes. The vision was to create a Needs Plan where the roadway projects supported the high capacity transit projects and the high capacity transit projects supported the roadway projects. In addition, projects from the Bicycle Pedestrian Master Plan Addendum, Regional ITS Plan and Regional Freight Network Plan Highways of Commerce were incorporated into the 2040 Needs Plan.

The LRTP Steering Committee and the Technical Coordinating Committee considered these deficiencies and opportunities at several meetings throughout the summer of 2015. Based on their feedback, adjustments were made to the project list prior to presenting the draft 2040 Needs Plan to the public during a series of workshops in March of 2015. Workshops were held throughout the study area to review the potential Needs Plan projects with the public.

Workshop #1 was held in the Lillian Community Center in Lillian, Alabama

Workshop #2 was held at the West Florida Regional Library in the City of Pensacola

Workshop #3 was held at the Tiger Point Community Center in Santa Rosa County

This workshop series process yielded a ground swell of support for many of the roadway, bicycle and pedestrian projects proposed. In addition, projects that supported transit opportunities received high marks and general support from the workshop participants. Of particular interest

Quintette
Quintette Rd
Chumuckla
Berryhill Rd
Floridale
Milton
Parkerville
Cantonment
Bagdad
Gonzalez
Harp
Broxson
Elsanor
Beulah
Avalon Beach
Seminole
Blackwater Bay
Ensley
NORTHWEST PENSACOLA
Escambia Bay
Bohemia
Navy Outlying Field Saufley
Brent
Goulding
West Pensacola
Myrtle Grove
Holley
East Bay
Elberta
Lillian
Myrtle Grove
Corry Station
Navy Outlying Field Barin
Warrington
Miflin
Woodlawn Beach
Santa Rosa Sound
Perdido Bay
Pensacola Naval Air Station
Pensacola Bay
Gulf Islands National Seashore
Quinavista
Gulf Beach Heights
Orange Beach
Ono Island
Old River
Perdido Key

Legend

Volume to Capacity Ratio

Florida-Alabama TPO Boundary

0 1 2 Miles

N W E S

Figure 5-2

Roadway Deficiencies

Florida-Alabama TPO Transportation Planning Organization

2040 Long Range Transportation Plan

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was the support for a new project for the construction of a grade separated interchange on the Pensacola side of the new US98 (Three Mile) bridge. This project has significant grassroots support and is being promoted locally as a gateway project to the City of Pensacola.

5.5 Environmental Considerations

Transportation projects can significantly impact many aspects of the environment including wildlife and their habitats, wetlands, and groundwater resources. In situations where impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation and/or preservation projects that serve to offset unavoidable environmental impacts.

All Florida TPOs are committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment in order to preserve and enhance the quality of life. In the State of Florida, environmental mitigation for transportation projects is completed through a partnership between the TPO, FDOT, and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (DEP). These activities are directed through Section 373 Florida Statutes (F.S.), which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts. Under this statute FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation, and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impacts identified in the annual inventory.

Figures 5-3 and 5-4 present some of the environmental features that were considered as the Needs Plan projects were developed.

Throughout the LRTP update process the TPO shared information with environmental agencies and professionals and made them aware of all meetings and comment opportunities. This was accomplished through the TPO's Transportation Information Network (TIN). The following agencies are included on the TIN:

- US Environmental Protection Agency (EPA)
- Florida Fish and Wildlife Commission
- US Army Corps of Engineers
- The Northwest Florida Water Management District
- Defenders of Wildlife
- National Marine Fisheries Service
- Florida Department of State
- Local government environmental departments

Section 373.4137, F.S., establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to TPOs because it offers them an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, TPOs, and local agencies.

When addressing mitigation there is a general rule to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when TPOs are identifying areas of potential environmental concern due to the development of a transportation project. A typical approach to mitigation that TPOs can follow is to:

- avoid impacts altogether;

Legend

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

0 2.5 5 Miles

Figure 5-3

National Wetlands Inventory

© 2010 NAVTEQ © AND © 2016 Microsoft Corporation

Florida-Alabama TPO Transportation Planning Organization

2040 Long Range Transportation Plan

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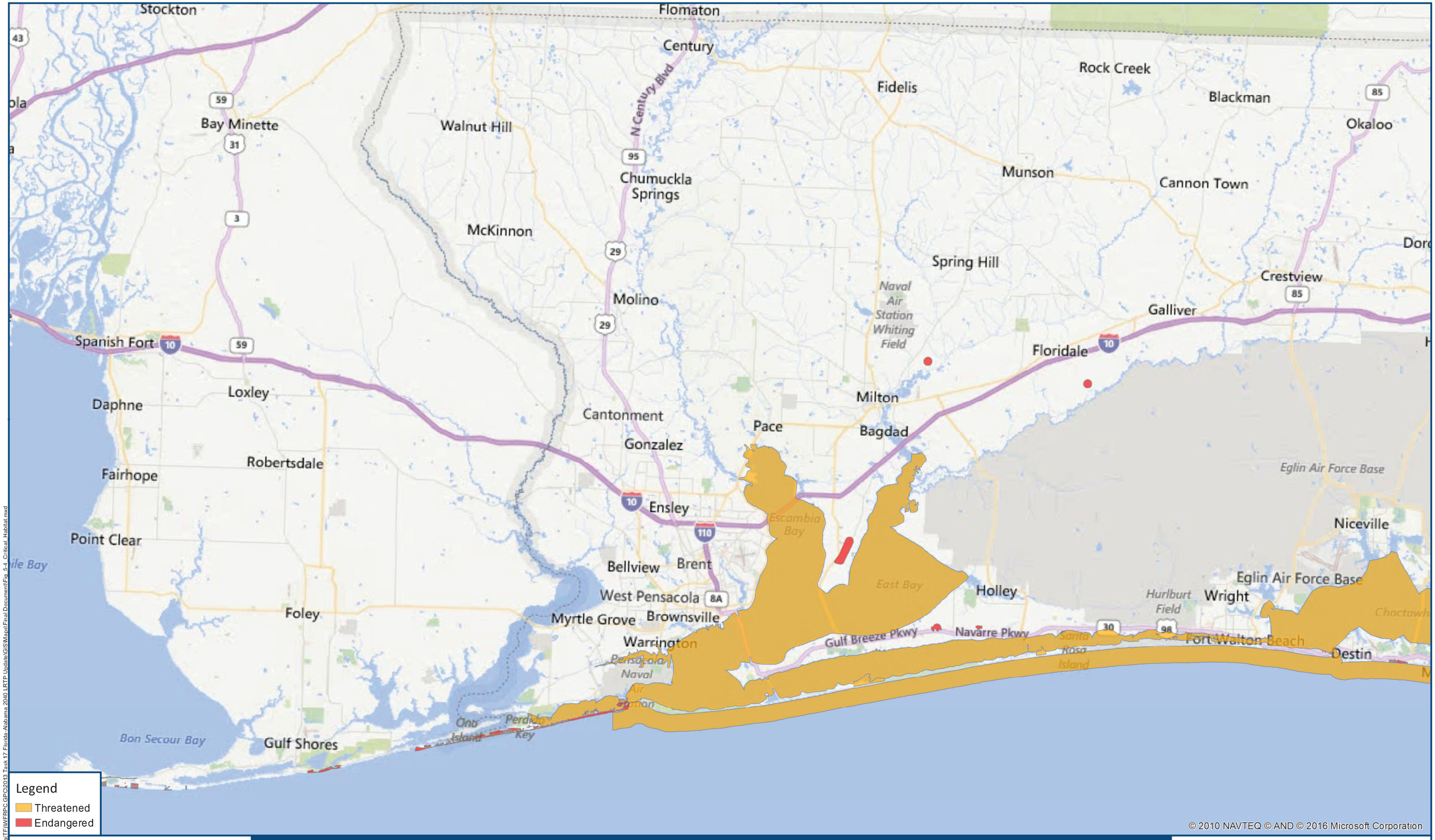

Figure 5-4

Critical Habitat for Threatened and Endangered Species

Florida-Alabama TPO Transportation Planning Organization

2040 Long Range Transportation Plan

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- minimize a proposed activity/project size or its involvement;
- rectify the impact by repairing, rehabilitating, or restoring the affected environment;
- reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action, and
- compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site.

Sections 373.47137 and 373.4139, F.S. require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the DEP. Potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by TPOs are listed in the following table.

Table 5-3 Mitigation Strategies

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	• Restore degraded wetlands • Create new wetland habitats • Enhance or preserve existing wetlands • Improve storm water management • Purchase credits from a mitigation bank
Forested and other natural areas	• Use selective cutting and clearing • Replace or restore forested areas • Preserve existing vegetation
Habitats	• Construct underpasses, such as culverts • Other design measures to minimize potential fragmenting of animal habitats
Streams	• Stream restoration • Vegetative buffer zones • Strict erosion and sedimentation control measures
Threatened or Endangered Species	• Preservation • Enhancement or restoration of degraded habitat • Creation of new habitats • Establish buff areas around existing habitat

Planning for specific environmental mitigation strategies over the life of the long range transportation plan can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly

assessing cumulative impacts of projects, and permitting issues with the county, local, state and federal regulatory agencies. These challenges can be lessened when TPOs engage their stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process. The public involvement process provides TPOs an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

5.6 Efficient Transportation Decision Making (ETDM) Process

Florida's ETDM process was developed as a framework to fulfill federal and state consultation and environmental planning requirements. The ETDM process uses a multi-agency team approach to identify transportation solutions that are responsive to environmental and cultural preservation goals and community quality of life objectives. The overall intent of the process is to improve transportation decision-making by integrating a balanced consideration of potential project effects to natural, cultural and community resources within the realm of transportation planning and by providing for early coordination with tribal nations, environmental resource agencies and the public. The tool features a wealth of environmental and sociocultural data that allows a comprehensive review of projects and their potential impacts. The ETDM process essentially allows the Florida-Alabama TPO to:

- Facilitate early, continuous and meaningful consultation with stakeholders.
- Evaluate the relative environmental effects of transportation projects that are being considered for inclusion in the 2040 Plan Update and identify fatal flaws/impacts as early as possible in the planning phase.

- Easily obtain comments from stakeholders about potential effects of transportation projects proposed for federal and state funding.
- Identify an array of mitigation strategies for the different types of potential project impacts in coordination with environmental resource agencies.
- Facilitate early NEPA reviews/approvals of projects and effective/timely decisions.

5.7 Mitigation Banks

Guidance from U.S. Fish and Wildlife Service (FWS) in 1983 supported the establishment of the first mitigation banks, most of which were sites of advanced consolidated compensatory mitigation for impacts planned by state Departments of Transportation or other state agencies. A mitigation bank is a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to permitted aquatic resources. Although most mitigation banks are designed to compensate only for impacts to various wetland types, some banks have been developed to compensate specifically for impacts to streams.

In 1996, the State Legislature determined that mitigation would be more effectively achieved with regional, long range mitigation planning instead conducting mitigation on a project by project basis and created the FDOT Mitigation Program (see Section 373.4137, Florida Statutes). This program is administered by the state's Water Management Districts, which are responsible for annually developing a mitigation plan with input from various Federal and State regulatory and resource agencies, including representatives for public and private mitigation banks.

Garcon Peninsula Mitigation Bank

The Garcon Peninsula Mitigation Bank L.L.C. (GPMB) is Northwest Florida's first privately managed wetlands mitigation bank. This nearly 350 acre restoration project, permitted by both the United States Army Corps of Engineers and the Florida Department of Environmental Protection has been designed to restore and enhance a once vast pitcher plant prairie in the

Blackwater River watershed. While the inherent value of this effort is provision of enormous ecological benefit to the Garcon ecosystem, it also provides an efficient solution to environmental regulatory compliance requirements associated with wetland permitting. Because mitigation banks, like the GPMB, result in very large areas of improved and perpetually managed ecosystems, they are heartily indorsed by the federal resource agencies (the Environmental Protection Agency, the Natural Resources Conservation Service, the Army Corps of Engineers, the United States Fish and Wildlife Service, and the National Marine Fisheries Service) as the preferred method for offsetting permitted wetland impacts.

Addition information on the mitigation bank may be found online at: http://www.garconmitigationbank.com.

Pensacola Bay Mitigation Bank

The Pensacola Bay Mitigation Bank (PBMB), a privately owned and operated mitigation bank, is a viable compensatory mitigation alternative for wetland mitigation impacts to jurisdictional hardwood, pine flatwoods, and herbaceous wetlands. The 1,205 acre site is located in Santa Rosa County and contiguous to the Florida Forever Acquisition Area called the Garcon Ecosystem Preserve. The Garcon Peninsula contains some of the best pitcher plant prairies remaining in Florida and the Florida Forever Ecosystem project is charged with protecting and expanding these prairies. The carnivorous white-topped pitcher plant, a state endangered plant species is located and protected within the mitigation bank. This project makes a significant contribution to the viability of the Garcon project by increasing the size of the preserve by approximately 15%. The service area for the PBMB includes land in Escambia, Santa Rosa, and Okaloosa counties. Additional information on this private mitigation bank is available at http://www.wesmitigation.com.

Florida Conservation Lands

As part of the development of the 2040 LRTP conservation lands were taken into account. Specifically, the plan sought to minimize any impact to lands that have been identified as conservation lands. The Florida Natural Areas Inventory is the primary source for information on Florida's conservation lands. The Inventory database includes boundaries and statistics for more than 2,000 federal, state, local, and private managed areas, all provided directly by the managing agencies. National parks, state forests, wildlife management areas, local and private preserves are examples of the managed areas included.

5.8 Other Mitigation Strategies

There are a number of mitigation strategies available in the Florida-Alabama TPO planning area to mitigate environmental impacts related to transportation projects. These include private mitigation banks, public Surface Water Improvement and Management (SWIM) Programs, as well as FDOT's mitigation statue 373.4137.

Surface Water Improvement and Management (SWIM)

In 1987, the Florida Legislature created the Surface Water Improvement and Management program (SWIM) as one mechanism to address these nonpoint pollution sources. The SWIM program is implemented by the Northwest Florida Water Management District, which works cooperatively with the Department of Environmental Protection and several other state agencies, local governments and private organizations to accomplish SWIM objectives.

SWIM was the first major state program to address a waterbody's needs as a system of connected resources rather than simply as isolated wetlands or water bodies. To accomplish this, SWIM cuts across governmental responsibilities, forging important partnerships in water resource management. While the state's five water management districts are directly responsible for the SWIM program, they work in concert with DEP, federal, state, and local governments and the

private sector. All the partners contribute--with funding or in-kind services. In fact, in many areas, state-appropriated money is not the biggest part of program funding.

SWIM develops carefully crafted plans for at-risk water bodies, and directs the work needed to restore damaged ecosystems, prevent pollution from stormwater runoff and other sources, and educate the public. SWIM plans are used by other state programs, like Save Our Rivers, to help make land-buying decisions, and by local governments to help make land-use management decisions.

Since its inception, SWIM has made great strides toward improving the quality of a number of troubled water bodies and increasing our understanding of healthy water bodies. The initial legislation identified specific water bodies that would fall under SWIM--Lake Apopka, Tampa Bay, the Indian River Lagoon System, Biscayne Bay, the St. Johns River, Lake Okeechobee and the Everglades. Today, twenty-nine water bodies are now on the SWIM waterbody priority list.

Originally, the Florida Legislature funded the SWIM program annually, matched by moneys raised by the water management districts. This original dedicated annual funding was ended after the 1997-98 fiscal year. However, many SWIM water bodies have benefited from significant individual legislative appropriations throughout the years, associated with the Community Budget Issue Request water project funding process under s. 403.885, F.S.

There are currently two private mitigation banks within the study area that provide wetland mitigation to public and private development through selling credits: the Garcon Peninsula Mitigation Bank and the Pensacola Bay Mitigation Bank. The Florida Department of Environmental Protection (FDEP) has developed long range goals of watershed planning through SWIM Plans with the study area. The watersheds are known as the Pensacola Bay Watershed and the Perdido River and Bay Watershed.

The Northwest Florida Water Management District (NWFWMD), in addition to FDEP, utilizes the watershed approach to provide water quality improvements through mitigation. The NWFWMD helps the FDEP implement the SWIM plans through their own funding resources and through the FDOT mitigation statute. Specific mitigation areas may be found on the NWFWMD's website under wetlands.

As transportation projects are developed within the Florida-Alabama TPO study area, state and federal funds are usually required to fund design, right-of-way acquisition, and ultimately construction. For projects utilizing the FDOT and ALDOT Work Programs, environmental mitigation can occur through the mitigation statue noted above in Florida and as outlined in Section 6.9 in Alabama.

Early assessments of mitigation needs can be identified during the ETDM planning review of projects. The Environmental Screening Tool (EST) contains both public and private mitigation banks and SWIM programs available in the area. The Environmental Technical Assessment Team (ETAT) members and identify specific requirements in their responses during and Planning and Programming Summary Report that will carry forward into the Design and permitting phases.

Both Escambia and Santa Rosa County have mitigation provisions contained within their Comprehensive Plans. Specifically, the Land Development Codes provide developers guidance as to how wetland impacts can be mitigated within each county. Each county calls for the natural functions of wetlands and threatened and endangered species habitat shall be protected. If a person proposes to impact wetlands or threatened and endangered species habitat, then he or she shall deliver to the county an application which will provide written documentation to demonstrate that impacts to wetlands and threatened and endangered species habitat have been avoided to the maximum extent possible. If impacts are unavoidable, the applicant shall demonstrate that impacts to wetlands and threatened and endangered species habitat have been minimized to the maximum extent possible. If the applicant has demonstrated adequate

minimization of unavoidable impacts, then, and only then, the applicant may submit a mitigation plan for review and consideration.

Mitigation procedures are required in any case where development degrades estuaries, wetlands, bayous, harbors, rivers, surface waters, submerged aquatic vegetation, and threatened and endangered species habitat. Mitigation usually consists of measures which compensate for, or enhance, the aspects of the project that do not otherwise meet permitting criteria or to compensate for unavoidable natural resource losses. It may include purchase, creation, restoration, and/or enhancement of wetlands, performing works or modification that causes a net improvement in water quality or aquatic habitat, or enhancement of the hydrology of wetland areas which have been altered, impounded or drained. Before considering mitigation, all reasonable measures must first be taken to avoid and minimize the adverse impacts to natural resources which otherwise rendered the project unpermittable.

Compensatory mitigation, by which wetlands and threatened and endangered species habitat are purchased, created, enhanced and/or restored to compensate for the loss of such lands, should be of the same type, or should replace the same functions and values, as that destroyed or degraded.

Outcome of ETDM Screening

The results are defined as having potentially high, medium, or low environmental effects. Low potential impacts suggest that avoiding or minimizing impacts to environmental resources is probable during the project development phase. Moderate potential impacts indicate that minimizing potential impacts to environmental resources is probable. High potential impacts suggest that environmental mitigation measures may be needed. No environmental fatal flaws were identified for projects in the 2040 Cost Feasible Plan.

Additional information on the ETDM process may be found on the Florida Department of Transportation's website at: http://www.dot.state.fl.us/emo/ETDM.shtm.

5.9 Environmental Screening in Alabama

In Alabama assessing the positive and negative impacts on environmentally sensitive areas and on environmental justice communities at the planning level is less quantifiable than other measures of effectiveness. Instead, the focus is on screening projects for potential impacts. MAP-21 requires state transportation agencies to consult with other agencies in order to eliminate or minimize conflicts with activities that could impact or be impacted by transportation. Furthermore, transportation decision-makers must take into account the potential environmental impacts associated with a transportation plan, in order to mitigate those impacts.

Mitigation, as defined by the National Environmental Policy Act of 1969 (NEPA), is a three-level concept. The first level is avoidance. For transportation agencies, this could be as simple as choosing an alternative that avoids a sensitive resource such as an historic site or a wetlands area. The second level is minimization, which means that if avoidance is not possible then the transportation agency takes action to minimize impact to the sensitive resource. For example, spanning a stream or wetlands area, would have considerably less impact than re-channeling the stream or filling the wetlands. The third level is mitigation, which means impact to a resource, cannot be avoided. Examples of mitigation include recordation of an historic structure that must be demolished, or compensation for filled wetlands by debits from a wetlands bank.

5.10 Intelligent Transportation System (ITS) Projects

In addition to the roadway and transit projects contained in the 2040 Needs Plan, Intelligent Transportation System (ITS) projects from the Regional ITS Master Plan are also included in the Plan. ITS is a program aimed at using modern computers, technology, and communications to make travel smarter, faster, safer and more convenient. Here are just a few of the ways ITS helps the traveling public:

- Intelligent traffic control systems help us by reducing the time we spend stopped at red lights or waiting on freeways when an accident occurs.
- Automatic toll collection moves vehicles more quickly through toll booths, reducing congestion and pollution.
- Traveler information systems help us by giving us current, multi-modal information on travel conditions, allowing us to make smarter choices about how, when and where to travel.
- In-vehicle systems will help us by giving us in-vehicle maps, guiding us to our destination and improving our safety by automatically notifying emergency services when a serious accident occurs and exactly where the accident is located.
- Advanced transit systems help transit agencies operate more efficiently and provide travelers with real time information that makes using transit easier and more attractive.
- Intelligent commercial vehicle systems will help commercial vehicle operators process the paperwork associated with moving goods. These systems will also help public agencies improve safety by inspecting the vehicles that need it the most.

ITS makes travel safer and less time-consuming, and makes it easier to choose the way you wish to travel. It also helps reduce the cost of moving goods and services to the marketplace.

Separate from the LRTP Update, the Florida-Alabama TPO in partnership with the Okaloosa-Walton and Bay County TPOs completed a Regional ITS Master Plan. The Regional ITS Master Plan identified and evaluated the existing ITS networks, evaluated future ITS needs and determined additional staffing needs for operational and maintenance of future ITS improvements. This plan was adopted in September of 2010 by each of the three Northwest Florida TPOs. Projects from that plan have been incorporated into the 2040 Needs Plan through the regional ITS program and the Cost Feasible Plan contains a “box” of money that will be prioritized each year to implement projects from the ITS Plan. In addition to the ITS program for Florida, the Needs Plan includes a Traffic Operations Center for Orange Beach, Alabama.

Escambia County is currently working with the FDOT to implement a Traffic Management Center and other ITS programs. These were originally identified in the Regional ITS Master Plan and are being implemented through the ITS Program in the LRTP.

5.11 Bicycle/Pedestrian Master Plan Projects

In 2010 in conjunction with the 2035 LRTP Update, the TPO updated its Bicycle and Pedestrian Master Plan. The 2010 update laid a strong foundation for the region with regard to both policies and facility priorities. The 2010 update centered on identifying potential bicycle and pedestrian facility improvements and prioritizing them for future construction. As competition for space amongst the modes within the region continues to increase, identification of opportunities to improve bicycling and walking conditions will help ensure that non-motorized transportation remains a viable option and that the associated benefits are realized.

Similar to the ITS projects, the 2040 Needs Plan has identified a Bicycle and Pedestrian mobility program. This program will include an annual funding allocation to implement projects contained in the Bicycle and Pedestrian Master Plan.

In addition, the Needs Plan contains a Complete Street mobility program. This will also set aside funding on an annual basis to fund projects that create complete street corridors. These are corridors that will be identified by the TPO and their advisory committees.

Finally, the Florida Department of Transportation (FDOT) has adopted a new complete street policy. With this new policy (FDOT) will provide safer, context-sensitive roads by putting the right street in the right place. FDOT has committed that roadways will now be designed to serve the transportation needs of system users of all ages and abilities, including but not limited to:

- Cyclists
- Motorists
- Transit riders
- Freight handlers
- Pedestrians

The FDOT specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Transportation Planning Organizations,

transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This Complete Streets Policy will be integrated into the FDOT's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

The TPO is working under the assumption that all new roadways and all roadway widening projects will adhere to the new FDOT policy. Additionally, it assumed that projects in Alabama will be consistent with the soon to be adopted Statewide Bicycle and Pedestrian Master Plan.

The Alabama DOT is currently working on an update to the statewide Bicycle and Pedestrian Master Plan. Appendix E presents the bicycle and pedestrian network that is being studied as part of this effort. At the conclusion of ALDOT's efforts, it may be appropriate to amend the 2040 LRTP to include regional projects or programs identified in the master plan.

5.12 Regional Freight Projects

Northwest Florida and south Alabama are served by highway, rail, air, and sea-based infrastructure. This combination of assets supports any type of economic development project, including those requiring barge and/or deep-water capabilities. Transportation assets include:

- Five Commercial Airports
- Four Deepwater/Barge Ports
- Interstate 10 - traverses the region and extends from Jacksonville to Los Angeles
- Major CSX East-West rail line - runs parallel to I-10, intersected by several short-line railroads that connect to the region's deep-water ports and Norfolk-Southern rail lines

Northwest Florida's and south Alabama's unique geographic location within the region makes it an ideal location for companies involved in transportation, distribution, and logistics (TDL). The Panhandle is a major TDL center, providing quick and easy access to the rapidly growing Southeastern United States. In fact, companies can reach virtually all primary southeastern markets within a one-day truck haul from anywhere in Northwest Florida.

Northwest Florida and south Alabama have an outstanding transportation infrastructure. The region is home to five commercial airports (Pensacola, Tallahassee, Destin-Fort Walton Beach Airport near Fort Walton Beach, Northwest Florida Beaches International Airport near Panama City, the only major new airport to be constructed in the United States since 9/11/2001 and the Mobile Regional Airport). The region also offers 17 public general aviation airports, three deep-water ports, both of which are designated Foreign Trade Zones, and a barge port with direct Intracoastal Waterway and Gulf of Mexico access. Interstate 10, Northwest Florida's and south Alabama's main east-west connector, spans the entire region, connecting Jacksonville, Florida, with Los Angeles California, and providing easy, single-day access from Northwest Florida to the Ports of Jacksonville, Mobile, and New Orleans.

A major CSX rail line, which runs parallel to I-10, is intersected by numerous short line railroads, providing direct rail access to the region's ports, as well as Norfolk Southern. The region offers intermodal opportunities for companies that ship by truck, rail, and ocean carrier, providing excellent access for companies involved in importing and exporting.

The FDOT has developed a Freight Mobility and Trade Plan which was adopted in September of 2014. This plan identifies freight needs as well as couples commerce and energy with transportation to provide an integrated analysis to provide solutions to solve issues and needs in a crosscutting, multi-functional approach.

After months of working with various freight partners and stakeholders including agencies, local governments and private industry to collect projects, FDOT refined a freight project needs list consisting of over 700 projects. The total cost of all freight needs collected is approximately $32 billion. These projects span all freight related modes and are as varied and diverse as Florida itself. Freight projects identified in the needs survey range in complexity and cost from seaport dredging projects and major airport taxiway improvements, to minor roadway improvements such as roadway connectors. This section provides a summary of Florida's current freight project needs.

Table 5-4 Florida Freight Project Needs by Mode

Mode	Cost (in thousands)	Number of Projects
Air Cargo	$1,093,074	168
Highway	$26,257,709	447
Rail	$1,370,529	67
Seaport	$2,464,480	66
Spaceport	$624,969	19
Total	**$31,810,762**	**767**

Source: Freight Project Needs Survey, Freight, Logistics and Passenger Operations Office, FDOT, 2014

Table 5-5 Florida Freight Project Needs by District

District	Cost (in thousands)	Number of Projects
3	$1,542,715	82

Source: Freight Project Needs Survey, Freight, Logistics and Passenger Operations Office, FDOT, 2014

Table 5-6 Florida Freight Projects – District 3 Florida-Alabama TPO Area

Project Name	Applicant	Cost (in thousands)	Modes
I-10 (SR8) at SR98 (US29) Phase I Improvements	FDOT District 3	$4,154	Highway
I-10 (SR8) from Escambia Bay Bridge to east of SR281 (Avalon Boulevard)	FDOT District 3	$30,639	Highway
I-10 (SR8) from SR291 (Davis Highway) to SR10A (US90) Scenic Highway	FDOT District 3	$46,380	Highway
US29 (SR95) from I-10 (SR8) to north of SR10 (US90A) Nine Mile Road	FDOT District 3	$37,540	Highway
I-10 (SR8) at SR95 (US29) Interchange	FDOT District 3	$412	Highway
I-10 (SR8) at SR95 (US29) Interchange	FDOT District 3	$80,766	Highway
I-10 (SR8) from west of SR10 (US90/Nine Mile Road) to US29 (SR95)	FDOT District 3	$36,244	Highway

Source: FDOT Freight Mobility and Trade Plan

The Florida-Alabama TPO consulted with the FDOT throughout the plan update process. The Florida Mobility and Trade Plan was presented to the LRTP Steering Committee as they considered the 2040 Needs Plan. As a result the 2040 LRTP includes these projects in both the needs and the cost feasible plans.

The state of Alabama is currently finalizing a Statewide Freight Plan as of June 2015. Economic development and population growth projections are putting increasing pressures on modal choice for delivery of raw materials and finished goods to, from, within, and through the state of Alabama. Within Alabama, in terms of motor freight, they are becoming more and more critical in maintenance and repair of existing road and highway networks and in consideration of future facility design and construction. Time is money and manufacturing and distribution activities using air, rail, and waterborne services are seeking faster, less costly, and more efficient means of reaching targeted markets, and this translates to ensuring the Alabama transportation network, as a whole, functions as smoothly as its many modal parts and intermodal combinations will allow.

In Alabama, a large percentage of goods still move by truck. This increasing percentage means increased congestion for much of the state. The result is an enlarged effort to promote other methods of freight transportation while still focusing on the immediate need of new highways. With limited funding, ALDOT is still adding capacity to major roads (i.e. I-65, I-10, US-98) and building new roads.

Truck traffic in Planning Area 3, which includes Mobile, I-10 and I-65, also shows significant increases forecast for truck traffic on the Interstate routes and throughout the area. Here, despite the large increase in the number of trucks, truck traffic as a percentage of all vehicles on the roads is actually forecasted to fall. This statistic should be considered in light of the fact that Interstate vehicle miles traveled (VMT) in Planning Area 3 is forecast to increase by 52 percent, resulting in congested conditions on 73 percent of the Interstate network in the area.

This information is being reviewed and specific projects will be identified by ALDOT to address freight movements throughout Alabama.

5.13 Transportation System Safety

Transportation safety is vital to the overall health and well-being of the residents of Escambia and Santa Rosa Counties. The primary goal of transportation safety planning is to improve safety by supporting efforts to develop policies, programs, and projects related to pedestrians, bicyclists, transit users, truckers and motorists on all transportation facilities in the TPO area.

The goals, objectives and policies related directly to safety in the 2040 Plan Update are intended to improve the safety of the transportation system within the TPO area through Engineering, Education, Enforcement and Emergency Services. The benefits realized from an effective safety program include safer roadways and intersections, reduced fatalities and injuries, improved mobility and improved air quality.

Highway safety has always been the highest priority of the TPO and the Florida Department of Transportation. This priority was incorporated as one of the MAP-21 eight (8) planning factors. The TPO's and FDOT's programs and activities strive to reduce the unacceptable numbers of traffic crashes, injuries, and fatalities.

Safety is an integral component of the 2040 LRTP and it is addressed in several components of the plan, directly and indirectly. Projects referenced in the Existing-Plus-Committed (E+C) section of the plan have been prioritized based on various factors, including safety considerations. Safety is also incorporated when selecting Needs Plan and Cost Feasible Plan projects through the integration of local knowledge of facilities, the use of the evaluation criteria, as well as when prioritizing needed improvements for implementation.

Each year the Highway Safety Grant Program Section of the Florida Department of Transportation Safety Office develops a comprehensive Highway Safety Plan that describes the projects recommended for federal funding during the upcoming federal fiscal year. The needs identified in this plan are local priorities for FDOT to consider in the process. FDOT funds subgrants that address traffic safety priority areas are also available. These programs include:

- Aging Road Users
- Community Traffic Safety
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Speed and Aggressive Driving
- Teen Driver Safety

With the projects being determined on an annual basis, funding was not allocated to specific projects or programs listed above in this Plan. However, a safety program is included in the 2040 Needs Plan.

The Alabama Department of Transportation Chief Engineer has directed that the Alabama Department of Transportation cannot allow accident, incident, crash, injury, or fatality information be shown or presented in association with descriptions of transportation projects, facilities, or physical locations in formal planning documents (UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. Including such language in those documents could potentially expose both the TPO and the State of Alabama to litigation. – *Bureau of Transportation Planning and Modal Programs, Montgomery, AL. May 9, 2014.*

Security

Security planning is addressed through seven Regional Domestic Security Task Forces within the State of Florida. Each Regional Domestic Security Task Force consists of local representatives from disciplines involved in prevention and response. They are each comprised of separate Sub-Committees (with Chairs and Co-Chairs) that include law enforcement, fire/rescue, emergency medical services, emergency management, hospitals, public health, schools and businesses. The Regional Domestic Security Task Forces work together with the Chief of Domestic Security, to prepare for, prevent, and respond to terrorist events.

The U.S. Department of Homeland Security and its lead agency for disaster readiness and response, the Federal Emergency Management Agency (FEMA), has implemented new program initiatives that involve a holistic approach to both disaster readiness and response, and combating terrorism, and are therefore supportive of the national concept of "All Hazards Resilience" and the three closely related factors that necessitate development of a holistic, regional approach to all-hazards resilience that involves engaging the broad stakeholder community infrastructure interdependencies, as well as information sharing and public-private partnering. Together these factors aid in the focus and direction of the Regional Domestic Security Task Forces.

Escambia County Area Transit (ECAT) maintains a Transit Safety and Security Plan as part of their operations.

The Pensacola International Airport maintains an Emergency Contingency Plan and part of their operations.

The Port of Pensacola maintains a security plan and follows security procedures outlined in the Maritime Transportation Security Act (MTSA).

Emergency Preparedness

The West Florida Regional Planning Council (WFRPC) works closely with the Florida Department of Emergency Management and emergency management agencies throughout the region on issues relating to preparedness and disaster planning. Their staff assists first responders and emergency planners in their quest to be ready for any contingency, natural or otherwise, that may threaten the region, its environment or its citizens and visitors.

The Florida Division of Emergency Management, Division of Community Planning and Department of Transportation, in coordination with the WFRPC, have developed the Florida Statewide Regional Evacuation Study Program for the West Florida Region. This report updates the region's evacuation population estimates, evacuation clearance times and public shelter demands. Originally released on October 5, 2010, the study covers Bay, Escambia, Holmes, Okaloosa, Santa Rosa, Walton and Washington counties and their respective municipalities, and was updated in September 2015.

The Florida Statewide Regional Evacuation Study Program is available on the WFRPC website: http://www.wfrpc.org/programs/evacuation-study

As part of the development of the 2040 Long Range Transportation Plan evacuation routes were reviewed to assess needs. Designated evacuation routes received a priority consideration in developing the evaluation criteria as part of the Cost Feasible Plan scenario.

5.14 Congestion Management

Congestion of any roadway network can be closely linked to demand. As the number of vehicles increase on a roadway segment, the capacity of the roadway decreases. Congestion can also be perceived on how well the roadway facility is meeting the needs of the users.

One of the major ways to reduce congestion is to reduce travel demand, either by implementing strategies to reduce overall demand for the system (ex. encouraging telecommuting, supporting and encouraging land use decisions that reduce vehicle miles traveled); by implementing strategies that reduce demand for the system at peak times (ex. encouraging flextime); or by implementing strategies that more efficiently use the transportation system (ex. carpooling or vanpooling, use of transit services, biking or walking).

One way that the TPO has been working to reduce Vehicle Miles Traveled (VMT) is through the ride-On Program. The ride-On Program is funded by the Florida Department of Transportation

and staffed by the West Florida Regional Planning Council. The ride-On Program offers employer-based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program coordinates users on a computer database with mapping capabilities to assist in forming carpools and vanpools.

Transportation System Management and Operation (TSM&O) strategies not only reduce congestion and improve mobility, but they also function to increase safety. The Federal Highway Administration defines TSM&O as "an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system."

TSM&O actions and strategies laid out by FDOT in the Florida Transportation Systems Management and Operations Strategic Plan (December 2013) include:

- Ramp signals
- Advanced Traffic Management System
- Severe Incident Response Vehicles
- Managed Lanes
- Incident Management
- Rapid Incident Scene Clearance
- Traveler Information
- Arterial Management
- Work Zone Traffic Management
- Weather Information
- Variable Speed Limits

In the TPO Service Area, the Pensacola Freeway Management System is in place and is managed at the Pensacola SunGuide Center (the SunGuide Center is the Regional Transportation Management Center (RTMC)). The SunGuide Center monitors and disseminates traffic congestion and accident information for the Interstate 10 and Interstate 110 travelers in Escambia and Santa Rosa counties. Dynamic Message Signs (DMS), Closed Circuit Television (CCTV) cameras, Vehicle Detector Stations (VDS), and Road Weather Information Systems (RWIS) are used to collect and disseminate this information.

The SunGuide Center manages the Road Ranger Service Patrol program and coordinates with the Florida Highway Patrol and other RTMC partners (i.e. Florida 511, local law enforcement and governments) to identify and better manage accident and congestion locations.

Driving (alone or with passengers) is still anticipated to account for the overwhelming majority of all trips within the region, because of the aging population and changes in preferences from the millennial generation who wish to drive less, the percent of trips made by persons walking is anticipated to increase within the region. According to the American Planning Association's 2014 National Pool, 81 percent of millennials and 77 percent of active boomers say "affordable and convenient alternatives to the care are at least somewhat important in deciding where to live and work." These changes in travel preferences will require a multimodal approach to addressing our transportation needs in 2040.

As part of the 2040 Long Range Transportation Plan update, the Congestion Management Process Plan (CMPP) went through a major update cycle. The plan developed performance measures and analyzed mobility trends and conditions. The CMPP identified congested corridors and recommended strategies to address congestion.

As part of the development of the CMPP corridors that ae currently severely congested (operating and level of service E or F) were identified. These corridors are listed below.

The following Escambia County roadway segments had a failing level of service in 2014:

- SR 10 (US 90A) / Nine Mile Road from SR 297 / Pine Forest Road to US 29 / SR 95
- SR 10A (US 90) / Mobile Highway from Fairfield Drive / SR 727 to Kirk Street
- SR 10A (US 90) / Scenic Highway from Strong Street to Hyde Park Road
- SR 10A (US 90) / Scenic Highway from Hyde Park Road to Summit Boulevard
- SR 95 (US 29) / Pensacola Boulevard from I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A
- SR 173 / Blue Angel Parkway from Lillian Highway / SR 298 to Saufley Field Road / CR 296
- SR 291 / Davis Hwy from I-10 / SR 8 to University Parkway
- SR 292 / Gulf Beach Hwy from Fairfield Drive / SR 727 to Navy Boulevard / SR 295
- SR 295 / Navy Boulevard from SR 292 / Barrancas Avenue to SR 295 / New Warrington Road
- SR 297 / Pine Forest Road from I-10 / SR 8 to Nine Mile Road / US 90A / SR 10

- SR 727 / Fairfield Drive from Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A
- CR 295A / Saufley Field Road from Mobile Highway to Blue Angel Parkway
- Main Street from Baylen Street to Tarragona Street

The following Santa Rosa County roadway segments had a failing level of service in 2014:

- SR 30 (US 98) from the Escambia County Line to Fairpoint Drive
- SR 30 (US 98) from Fairpoint Drive to SR 399 / Pensacola Beach Boulevard
- SR 30 (US 98) from SR 399 / Pensacola Beach Boulevard to the East End of Naval Live Oaks / Gulf Breeze City Limits

The following Orange Beach, Alabama roadway segment had a failing level of service in 2014:

- SR 180 /Canal Road from the Foley Beach Express to SR 161

An annual update to the CMPP is prepared each year as part of the congestion management process established in the CMPP. The full CMPP is available on the TPO's website:. http://www.wfrpc.org/fatpo/2015%20CMP%20Report.pdf

5.15 Adopted 2040 Needs Plan

As stated earlier, the 2040 Needs Plan was presented at a series of public workshops and posted to the website to gain public comment. Based on this feedback and input from the CAC, TCC, and TPO Board, a balanced Needs Plan was recommended. The recommended Needs Plan addressed the mobility needs of each part of the Study Area. The final recommended 2040 Needs Plan, with a total estimated cost of $2.4 billion, was presented to the TPO and adopted on **June 10, 2015**. Figure 5.3 presents the roadway and transit projects included in the Adopted 2040 Needs Plan. Table 5-8 is a comprehensive listing of projects included in the 2040 Needs Plan.

Listed below are the costs of the Needs Plan tables by the states of Florida and Alabama as well as tables for Highways, Transit, and Non-Motorized. The total cost of the 2040 Needs Plan is **$2,574,556,096.** Please note that this cost does not include the aspirational projects shown in

the adopted 2040 Needs Plan list. Detailed project cost estimates may be found in Appendix F. The aspirational projects are listed as projects that are needed beyond 2040. However, these projects are also identified because of their potential transportation impacts to the region. Lastly, as result of consultation with Escambia County staff, the needs plan projects associated with the Escambia County Sector Plan are:

- I-10 at Beulah Road Interchange
- US 29 Connector from US 90 (SR 10) to US 29 (SR 95)
- Beulah Road from Mobile Highway (US 90) SR 10A to I-10 (New Proposed Interchange)
- Express Bus Northwest
- Commuter Rail West
- Well Line Road from US 29 to CR 97 (Jacks Branch)
- Kingsfield Road from CR 97W to CR 399 (Beulah Road)
- Quintette Road from US 29 to CR 97

Florida 2040 Needs Plan Costs Shown by Project Category

Roadway Projects	$2,238,648,117
Public Transportation Projects	$ 56,471,250
Mobility Programs	$ 91,400,000
Total	**$ 2,386,519,367**
Aspirational Projects	$ 1,690,535,076

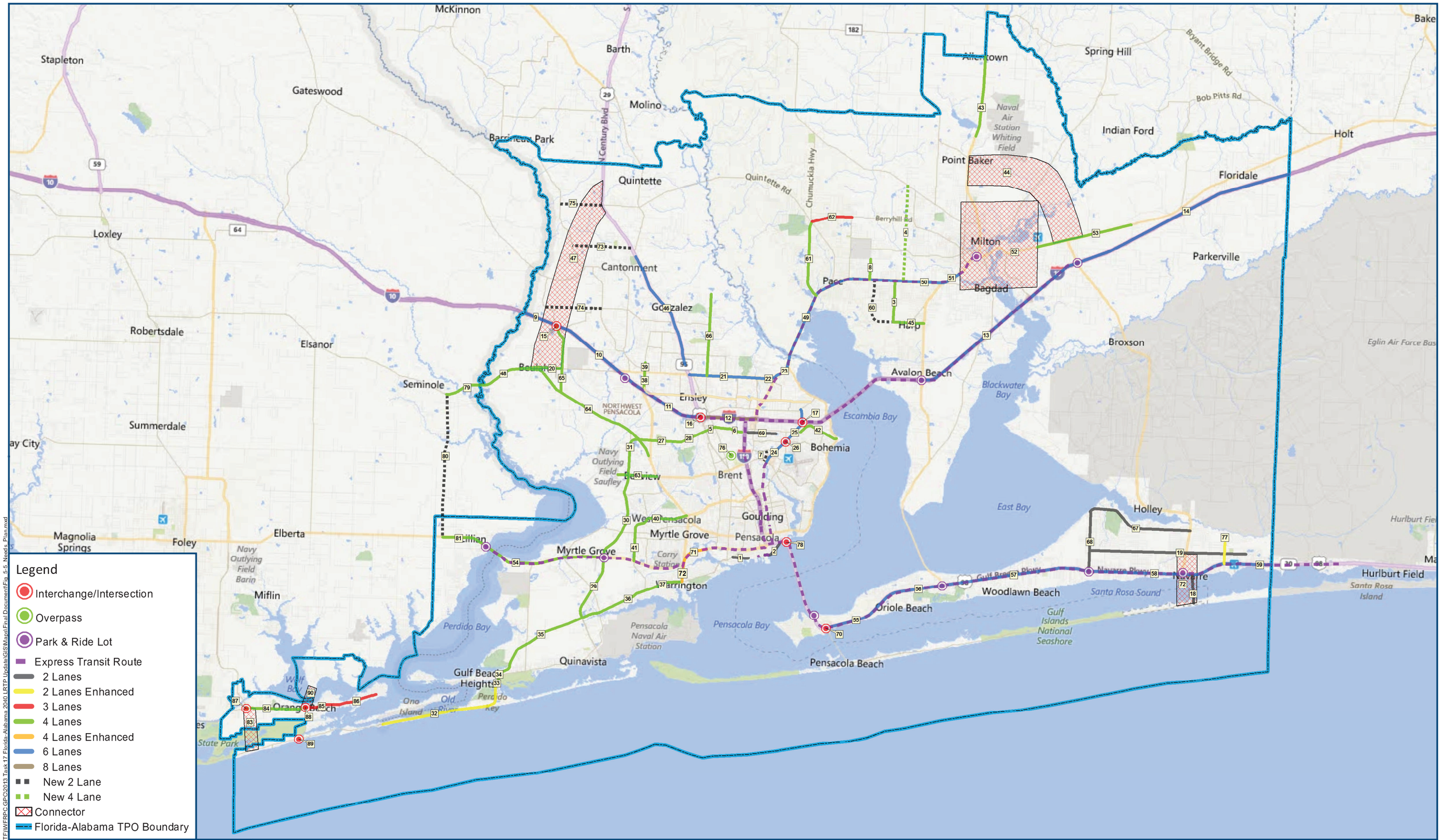
Alabama 2040 Needs Plan Costs Shown by Project Category

Roadway Projects	$267,412,500
Public Transportation Projects	$
Mobility Programs	$ 2,600,000
Total	**$ 270,012,500**
Aspirational Projects	$ 63,455,000

Total 2040 Needs Plan Costs Shown by Project Category

Roadway Projects	$ 2,506,060,617
Public Transportation Projects	$ 56,471,250
Mobility Programs	$ 94,000,000
Total	**$ 2,656,531,867**
Aspirational Projects	$ 1,753,990,076

Without investments in transportation, travel conditions as anticipated to worsen. By the year 2040, travels times are anticipated to increase by nearly 20 percent.



Legend

- Interchange/Intersection
- Overpass
- Park & Ride Lot
- Express Transit Route
- 2 Lanes
- 2 Lanes Enhanced
- 3 Lanes
- 4 Lanes
- 4 Lanes Enhanced
- 6 Lanes
- 8 Lanes
- New 2 Lane
- New 4 Lane
- Connector
- Florida-Alabama TPO Boundary

N W E S

0 1.5 3 Miles

Figure 5-5

2040 Needs Plan Projects

Florida-Alabama TPO Transportation Planning Organization

2040 Long Range Transportation Plan

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Table 5-7: 2040 Adopted Needs Plan

Map ID	Corridor	From	To	County	Project Description	2035 Need Plan
1	Main Street	Barrancas Avenue	Clubbs Street	Escambia	Enhanced 2 Lane Facility	Yes
2	Bayfront Parkway	Tarragona Street	Chase Street	Escambia	Improve to 2 Lane Facility	Yes
3	Bell Lane	Sterling Way	US90	Santa Rosa	Provide 4 Lanes of Capacity	Yes
4	Santa Villa Drive Extension	US 90	Willard Norris Road	Santa Rosa	Provide 4 Lanes of New Capacity	Yes
5	Burgess Road (SR 742)	US 29 (SR 95)	Old Palafox Highway	Escambia	Realign/Provide 4 Lanes of Capacity	Yes
6	Burgess Road (SR 742)	Old Palafox Highway	Hillburn Road	Escambia	Realign/Provide 4 Lanes of Capacity	Yes
7	College Parkway Extension	Brent Lane (SR 296)	Trinity Drive	Escambia	New 2 Lane Facility	Yes
8	East Spencer Field Road	US 90 (SR 10)	South Spencer Field Road	Santa Rosa	Provide 4 Lanes of New Capacity	Yes
9	I-10	Alabama State Line	Beulah Road Overpass	Escambia	Provide 6 Lanes of Capacity	Yes
10	I-10	Beulah Road Overpass	Pine Forest Road (SR297)	Escambia	Provide 6 Lanes of Capacity	Yes
11	I-10	Pine Forest Road (SR297)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity	Yes
12	I-10	West of US29 (SR 95)	West of Davis Highway (SR 291)	Escambia	Provide 8 Lanes of Capacity	Yes
13	I-10	Avalon Boulevard (SR 281)	SR87 South	Santa Rosa	Provide 6 Lanes of Capacity	Yes
14	I-10	SR 87 South	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	Yes
15	I-10 @ Beulah Road			Escambia	New Interchange	Yes
16	I-10 @ US29			Escambia	Major Interchange Modification	Yes
17	I-10 @ Ninth Avenue			Escambia	New Interchange	Yes
18	Navarre Beach Causeway	US 98 (SR 30)	Gulf Boulevard (SR 399)	Santa Rosa	Improved 2 Lane Facility	Yes
19	Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Santa Rosa	Provide 2 Lanes of New Capacity	Yes
20	Nine Mile Road (US 90A)	Mobile Highway (US90) SR10A	Beulah Road	Escambia	Provide 4 Lanes of Capacity	Yes
21	Nine Mile Road (US 90A)	US 29 (SR 95)	University Parkway	Escambia	Provide 6 Lanes of Capacity	Yes

Table 5.7: 2040 Adopted Needs Plan, Continued

Map ID	Corridor	From	To	County	Project Description	2035 Need Plan
22	Nine Mile Road (US 90A)	University Parkway	Davis Highway (SR 291)	Escambia	Provide 6 Lanes of Capacity	Yes
23	Nine Mile Road (US 90A)	Davis Highway (SR 291)	Scenic Highway (SR 10A)	Escambia	Provide 6 Lanes of Capacity	Yes
24	Ninth Avenue (SR 289)	Bayou Boulevard (SR 296)	Langley Avenue	Escambia	Provide 6 Lanes of Capacity	Yes
25	Ninth Avenue (SR 289)	Langley Avenue	Olive Road (SR 290)	Escambia	Provide 6 Lanes of Capacity	Yes
26	Ninth Avenue (SR 289)/Langley Ave/Tippen			Escambia	Major Intersection Improvement	Yes
27	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	Kemp Road	Escambia	Realign/Provide 4 Lanes of Capacity	Yes
28	Pinestead-Longleaf Connector	Kemp Road	US 29 (SR 95)	Escambia	Realign/Provide 4 Lanes of Capacity	Yes
29	SR 173 (Blue Angel Parkway)	SR 292 (Sorrento Road)	US 98 (SR 30)	Escambia	Provide 4 Lanes of Capacity	Yes
30	SR 173 (Blue Angel Parkway)	US 98	Saufley Field Road (SR296)	Escambia	Provide 4 Lanes of Capacity	Yes
31	SR 173 (Blue Angel Parkway)	Saufley Field Road (SR296)	Pine Forest Road (SR297)	Escambia	Provide 4 Lanes of Capacity	Yes
32	SR 292 (Perdido Key Drive)	Alabama State Line	South end of the ICWW Bridge	Escambia	Provide enhanced capacity through multi-modal improvements	Yes
33	SR 292 (Perdido Key Drive)	South end of the ICWW Bridge	North end of the ICWW Bridge	Escambia	Provide 4 Lanes of Capacity	Yes
34	SR 292 (Sorrento Road)	North end of the ICWW Bridge	Innerarity Point Road/Gulf Beach Highway	Escambia	Provide 4 Lanes of Capacity	Yes
35	SR 292 (Sorrento Road)	Innerarity Point Road/Gulf Beach Highway	Blue Angel Parkway (SR173)	Escambia	Provide 4 Lanes of Capacity	Yes

Table 5.7: 2040 Adopted Needs Plan, Continued

Map ID	Corridor	From	To	County	Project Description	2035 Need Plan
36	SR 292 (Gulf Beach Highway)	Blue Angel Parkway (173)	Fairfield Drive (SR 173)	Escambia	Provide 4 Lanes of Capacity	Yes
37	SR 292 (Gulf Beach Highway)	Fairfield Drive (SR 173)	Navy Boulevard (SR 295)	Escambia	Provide 4 Lanes of Capacity	Yes
38	SR 297 (Pine Forest Road)	I-10 (SR 8)	Nine Mile Road (SR 10)	Escambia	Provide 4 Lanes of Capacity	Yes
39	CR 297 (Pine Forest Road)	Nine Mile Road (SR 10)	Nine One Half Road	Escambia	Provide 4 Lanes of Capacity	Yes
40	SR 727 (Fairfield Drive)	US 90 (Mobile Highway)	Lillian Highway (CR 298)	Escambia	Provide 4 Lanes of Capacity	Yes
41	SR 727 (Fairfield Drive)	Lillian Highway (CR 298)	US 98 (SR 30)	Escambia	Provide 4 Lanes of Capacity	Yes
42	SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	Scenic Highway (US 90)	Escambia	Provide 4 Lanes of Capacity	Yes
43	SR 87 North	CR 87A (Langley St)	TPO Boundary	Santa Rosa	Provide 4 Lanes of Capacity	Yes
44	SR87 Connector	SR87 South	SR87 North	Santa Rosa	Provide 4 Lanes of New Capacity	Yes
45	Sterling Way	Bell Lane	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity	Yes
46	US 29	Nine 1/2 Mile Road	CR 95A	Escambia	Provide 6 Lanes of Capacity	Yes
47	US29 Connector	US90 (SR 10)	US29 (SR 95)	Escambia	Provide 4 Lanes of New Capacity	Yes
48	US 90	Florida/Alabama Line	US 29 Connector/US90	Escambia	Provide 4 Lanes of Capacity	Yes
49	US 90	Us 90 (Scenic Highway)	East Spencer Field Road	Escambia/ Santa Rosa	Provide 6 Lanes of Capacity	Yes
50	US 90	East Spencer Field Road	Avalon Boulevard (SR 281)	Santa Rosa	Provide 6 Lanes of Capacity	Yes
51	US 90	Avalon Boulevard (SR 281)	SR87 North (Stewart Street)	Santa Rosa	Provide 6 Lanes of Capacity	Yes
52	US 90	Glover Lane/Old Highway 90	SR87 South	Santa Rosa	Realign/Provide 4 Lanes of Capacity	Yes
53	US 90	SR87 South	S.A. Jones Road	Santa Rosa	Provide 4 Lanes of Capacity	Yes
54	US 98	Florida/Alabama Line	SR 173 (Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	Yes
55	US 98	SR 399 (end of 6 Lanes)	East end of Naval Live Oaks	Santa Rosa	Provide 6 Lanes of Capacity	Yes

Table 5.7: 2040 Adopted Needs Plan, Continued

Map ID	Corridor	From	To	County	Project Description	2035 Need Plan
56	US 98	Bayshore Drive	Portside Drive (CR 191B)	Santa Rosa	Provide 6 Lanes of Capacity	Yes
57	US 98	CR 191 B	Bergren Road	Santa Rosa	Provide 6 Lanes of Capacity	Yes
58	US 98	Bergren Road	Belle Meade Circle	Santa Rosa	Provide 6 Lanes of Capacity	Yes
59	US 98	Belle Meade Circle	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	Yes
60	Watkins Street Extension	US 90 (SR 10)	Sterling Way	Santa Rosa	Improved/New 2 Lane Facility	Yes
61	Woodbine Road	US 90 (SR 10)	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity	Yes
62	Berryhill Road (CR 184 A)	West Spencer Field Road	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity	Yes
63	Saufley Field Road	US90 (SR 10A)	Saufley Field Entrance	Escambia	Provide 4 Lanes of Capacity	No
64	Mobile Highway (US90) SR10A	Nine Mile Road (SR 10)	Godwin Lane	Escambia	Provide 4 Lanes of Capacity	No
65	Beulah Road	Mobile Highway (US90) SR10A	I-10 (New Proposed Interchange)	Escambia	Provide 4 Lanes of Capacity	No
66	Chemstrand Road (CR749)	Nine Mile Road (SR 10)	Old Chemstrand Road	Escambia	Provide 4 Lanes of Capacity	No
67	East Bay Boulevard (CR399)	SR87	Edgewood Drive	Santa Rosa	Enhanced 2 Lane Facility	No
68	Edgewood Drive	East Bay Boulevard	US98 (SR30)	Santa Rosa	Enhanced 2 Lane Facility	No
69	East Burgess Road	Lanier Drive	Plantation Road	Escambia	Enhanced 2 Lane	No
70	US98 (Gulf Breeze Parkway)	at SR399 Overpass		Santa Rosa	Major Intersection Improvement	No
71	West Navy Boulevard	New Warrington Road	Bayou Chico Bridge	Escambia	Enhanced 4 Lane Facility	No
72	North Navy Boulevard	New Warrington Road	Bayou Grande Bridge	Escambia	Enhanced 4 Lane Facility	No
73	Navarre Bridge Realignment			Santa Rosa	Bridge Realignment	No
74	Well Line Road	US 29	CR 97 (Jacks Branch)	Escambia	New 2 Lane Facility	No
75	Kingsfield Road	CR 97 W	CR 399 (Beulah Road)	Escambia	New 2 Lane Facility	No
76	Quintette Road	US 29	CR 97	Escambia	New 2 Lane Facility	No
77	Airport Boulevard	at Railroad Crossing		Escambia	Construct R/R Overpass	No

Table 5.7: 2040 Adopted Needs Plan, Continued

Map ID	Corridor	From	To	County	Project Description	2035 Need Plan
78	Panhandle Trail	US98 (SR 30)		Santa Rosa	Enhanced 2 Lane Facility	No
79	17th Avenue	Bayfront Parkway		Escambia	Major Intersection Improvement	No

Alabama projects						
Map ID	Corridor	From	To	County	Project Description	2035 Need Plan
80	US 90	Us 90 / US 98 Connector	Florida/Alabama State Line	Baldwin	Provide 4 Lanes of Capacity	Yes
81	US 90 / US 98 Connector	US 98 (SR 30)	US 90 (SR 10)	Baldwin	New 2 Lane Facility	Yes
82	US 98	US90/US98 Connector	Florida/Alabama Line	Baldwin	Provide 4 Lanes of Capacity	Yes
83	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia/ Baldwin	Peak Hour Bus Service	Yes
84	Cross Island Connector (Foley Beach Ext.)	Canal Road	Perdido Beach Boulevard	Baldwin County	Provide 4 Lanes of Capacity	No
85	Canal Road (SR180)	Foley Beach Express	Highway 161	Baldwin County	Provide 4 Lanes of Capacity	No
86	Canal Road (SR80)	Highway 161	Wilson Boulevard	Baldwin County	Provide 3 Lanes of Capacity	No
87	Canal Road (SR80)	Wilson Boulevard	Pensacola Avenue	Baldwin County	Provide 3 Lanes of Capacity	No
88	Major intersection improvement	Foley Beach Express	at Canal Road	Baldwin County	Grade Separation	No
89	Major intersection improvement	SR161	at SR180	Baldwin County	Major Intersection Improvement	No
90	Major intersection improvement	SR161	at Perdido Beach Boulevard	Baldwin County	Major Intersection Improvement	No
91	Wolf Bay Bridge	SR180	Harpoon Drive	Baldwin County	Construct new 2 Lane Bridge	No
-	Traffic Operations Center			Baldwin County	Construct Traffic Operations Center for Orange Beach	No

Table 5.7: 2040 Adopted Needs Plan, Continued

Other Strategies & Operational Improvements						
Project ID	**Corridor**	**From**	**To**	**County**	**Project Description**	**2035 Needs Plan**
-	17th Avenue	US98	Cervantes Street	Escambia	Other Operational Improvements	Yes
-	Compressed Natural Gas (CNG) Filling Stations			Escambia/ Santa Rosa	Construct four CNG Filling Stations at various locations @ $300K each	No
-	Navy Boulevard	SR292 (New Warrington Road Leg C)	SR292 (Gulf Beach Highway)	Escambia	Corridor Management Strategies	Yes

Transit Projects						
Project ID	**Corridor**	**From**	**To**	**County**	**Project Description**	**2035 Needs Plan**
-	Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Escambia/Santa Rosa	Peak Hour Bus Service	Yes
-	Express Bus - Southeast	Downtown Pensacola	Garcon Point & Navarre via US 98	Escambia/Santa Rosa	Peak Hour Bus Service	Yes
-	Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Escambia	Peak Hour Bus Service	Yes
-	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia/Baldwin	Peak Hour Bus Service	Yes
-	Express Bus - Northeast	Downtown Pensacola	Milton via US 90	Escambia/Santa Rosa	Peak Hour Bus Service	Yes
-	Express Bus - Navarre East	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa/Okaloosa	Peak Hour Bus Service	Yes
-	Express Bus - Downtown	Cordova Mall	Downtown Pensacola	Escambia	Peak Hour Bus Service	No

Table 5.7: 2040 Adopted Needs Plan, Continued

Mobility Programs					
Project ID	**Program**	**Description**	**County**	**Annual Allocation**	**2035 Needs Plan**
-	Complete Street Program	Address sidewalk and bike lane gaps & Bike/Ped MP	Escambia/ Santa Rosa	$250,000	Partial
	Mobility Management Program	Completion of mobility studies and plans	Escambia/ Santa Rosa	$150,000	Yes
-	Congestion Management Program	Implement projects form Congestion Management Studies & ITS Master Plan	Escambia/ Santa Rosa	$1,500,000	Partial
-	Regional Trail Program	Implement regional trail network and connections	Escambia/ Santa Rosa	$250,000	Partial
-	Transit Program	Implement TDP Improvements/Projects	Escambia/ Santa Rosa	$300,000	Partial
-	Regional ITS Program	Implement projects from the regional ITS implementation plan	Escambia/ Santa Rosa	$1,400,000	Yes
	Bicycle and Pedestrian Program	Implement projects from the bicycle and pedestrian master plan	Escambia/ Santa Rosa	$300,000	Yes
-	Safety Educational Campaign(s)	Develop and conduct multiple safety and educational campaigns	Escambia/ Santa Rosa	$60,000	No
-	Public Transportation	Capital improvements	Escambia/ Santa Rosa	$300,000	Yes

Table 5.7: 2040 Adopted Needs Plan, Continued

Aspirational Projects						
Project ID	**Corridor**	**From**	**To**	**County**	**Project Description**	**2035 Needs Plan**
-	Outer Beltway Connector	SR87 (Santa Rosa County)	US29 (Escambia County)	Escambia/Santa Rosa	New 4 Lane Limited Access Facility	Yes
-	I-10 to I-65 Connector	I-10 (SR 8)	I-65 (Alabama)	Escambia/Santa Rosa	New 4 Lane Facility	Yes
-	Commuter Rail - East	Downtown Pensacola	Milton	Escambia/Santa Rosa	Peak Hour Rail Service	Yes
-	Commuter Rail - West	Downtown Pensacola	Cantonment Area	Escambia	Peak Hour Rail Service	Yes
-	Navarre Bypass (NWFTA Project)	SR87 (Santa Rosa County)	Hurlburt Field (Okaloosa County)	Santa Rosa /Okaloosa	New 2 Lane Facility	Yes
-	Regional AMTRAK Service	New Orleans, LA	Jacksonville, FL	Escambia/Santa Rosa/Baldwin	Reestablish service along the Gulf Coast	No
-	CR 83 (Baldwin Beach Express)Extension	I-10	I-65	Baldwin County	Provide 2 or 4 Lanes on new capacity	No

6.0 Financial Resources

The analysis of financial resources is an important element of the Florida-Alabama TPO Year 2040 Long Range Transportation Plan Update. The section presents financial resources for both Florida and Alabama portions of the Metropolitan Planning Area of the Florida-Alabama TPO. Both committed and potential transportation revenues at the federal, state, and local level, including funding sources dedicated to existing maintenance and operations activities for various types of transportation facilities and services are presented for the Florida portion. Future and historical state and federal revenue sources are presented for the Alabama portion. The purpose of this financial resources report is to provide the basis for determining how many of the Transportation Needs Assessment projects might be affordable and included in the Florida-Alabama 2040 Cost Feasible Plan. It contains a detailed analysis of existing and potential transportation revenue

sources and projected revenue sources to the Year 2040. The Florida-Alabama TPO approved the financial resources report on February 11, 2015.

This section will provide financial information for the preparation of Year 2040 Cost Feasible Plan, by presenting a summary of traditional and alternative revenue sources, and providing a forecast of revenues anticipated for the Florida-Alabama Area through the year 2040. The Cost Feasible Plan serves as an implementation tool to policy and decision makers.

The revenue discussion in this section is based on the historical trend of current transportation revenue sources. Financial projections are based on estimates of growth and inflation in the Northwest Florida region through the Year 2040.

The Florida Department of Transportation has provided revenue estimates for use in the development of the 2040 LRTP. These forecasts have produced a 22-year total for state and federal revenue sources is $625.57 million for highways and some transit projects (SIS, Flex, Highway, Transportation Alternatives Program), in inflation-adjusted revenues, plus an additional $215.60 million for only transit, for a total of $841.17 million, as shown in Table 6-1. These sources are those that have historically been considered by the TPO during preparation of the LRTP.

Table 6-1 Capacity Program Estimates

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

Capacity Programs	2040 Revenue Forecast				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
SIS Highways Construction & ROW	$49.71	$7.29	$178.46	$0.00	$235.46
Other Arterials Construction & ROW	$29.23	$65.25	$61.70	$134.93	$291.11
TMA Funds	$9.00	$22.50	$22.50	$45.00	$99.0
Transit	$18.10	$46.40	$48.80	$102.30	$215.60
Total Capacity Programs	**$106.04**	**$141.44**	**$311.46**	**$282.23**	**$841.17**

See the *2040 Revenue Forecast Handbook* for use of these funds.

Alabama DOT Forecasted Revenues

The Florida-Alabama TPO planning area includes the town of Lillian, which is unincorporated, and the City of Orange Beach, in Baldwin County, Alabama. Both are included in the TMA and its allocated formula funding is through the Alabama Department of Transportation (ALDOT). Table 6-2 illustrates a forecasted funding amount of $1,646,000 (YOE) developed by ALDOT for use in the 2040 LRTP update.

Table 6-2: TMA Fund Program Estimates for City of Orange Beach and the Unincorporated Community of Lillian, Alabama

(Year of Expenditure Dollars)

MAP-21 Categories	25 Year Funding Projections (Capacity)	25 Year Funding Projections (O&M)	Annual Project Funding (Capacity)	Annual Project Funding (O&M)	10 Yr Project Funding (Capacity)	10 Yr Project Funding (O&M)
National Highway Performance Program (NHPP)	$0	$0	$0	$0	$0	$0
Surface Transportation Program –Ded. (STPOA)	$59	$236	$0	$12	$0	$118
Surface Transportation Program Other*	$764	$3,056	$0	$153	$0	$1,528
Bridge Funding	$0	$0	$0	$0	$0	$0
Interstate Maintenance	$0	$0	$0	$0	$0	$0
Transit	$0	$0	$0	$0	$0	$0
Congestion Mitigation & Air Quality (CMAQ)	$0	$0	$0	$0	$0	$0
Highway Safety Improvement Program (HSIP)	$0	$0	$0	$0	$0	$0
Transportation Alternatives Program (TAP)	$0	$0	$0	$0	$0	$0
Other Federal Funding and Funding from SAFETEA-LU (unspent funding left over from previous transportation bill)						
Appalachian Highway System	$0	$0	$0	$0	$0	$0
High Priority and Congressional Earmark Funding	$0	$0	$0	$0	$0	$0
Totals:	**$823**	**$3,292**	**$0**	**$165**	**$0**	**$1,646**
	$4,115		**$165**		**$1,646**	

$150M available in statewide capacity funding per year

10 year funding based on FY-2002 thru FY-2013

**STP (Other) funding does not include Alabama Transportation Rehabilitation and Improvement Program (ATRIP) funds*

No forecasted revenues are provided for non-capacity programs at the TPO level. These programs support and maintain the state transportation system like safety, resurfacing, bridge

maintenance and replacement, engineering and design, operations and maintenance and administrative activities. Table 16 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans. Guidance on documenting these funds is included in the 2040 Revenue Forecast Handbook.

Table 6-3: State Highway System Operations and Maintenance Estimates[1]

State and Federal Funds from 2040 Revenue Forecast (Millions of Dollars)
Florida Department of Transportation

State Highway System Operations & Maintenance	2040 Revenue Forecast					
	2014-2015	2016-2020	2021-2025	2026-2030	2031-2040	27 Year Total
Districtwide SHS O&M Funds	$582	$1,607	$1,640	$1,798	$3,949	$9,576

[1] *For informational purposes. See guidance for documenting these funds in the 2040 Revenue Forecast Handbook.*

Additional information on the financial resources is available in the Financial Resources Technical Report. This report may be found on the Florida-Alabama TPO's website.

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7.0 Development of the 2040 Year of Expenditure Cost Feasible Plan

The final step in the development of the 2040 LRTP prior to adoption is the development of the Cost Feasible Plan. The cost to implement all the mobility projects needed by 2040 far exceeds the anticipated revenues for the TPO. As a result, these needs must be prioritized with the goal of including the best performing projects in the Cost Feasible Plan.

The development of the Cost Feasible Plan for the Florida-Alabama TPO requires an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. The purpose of this Cost Feasible Plan is to demonstrate how the adopted transportation plan can be implemented while matching the public and private financial

resources reasonably expected to be available to implement the cost feasible plan. This is consistent with MAP-21 requirements for the development of LRTPs, which requires that transportation plans developed for urbanized areas be financially constrained, and that the Cost Feasible Plan reflect the "Year of Expenditure" for each project.

This requirement calls for the Cost Feasible Plan to identify revenue in five-year increments as well as the development of project costs to reflect future year costs. This refinement has caused the Cost Feasible Plan to be developed in a way that creates two five-year and one ten year funding stages. Project costs are then budgeted against forecasted revenues for each period while matching the mobility demands of the periods. Therefore, the Cost Feasible Plan typically matches the highest priority needs with the anticipated revenue.

The Cost Feasible Plan establishes the priorities for needed mobility projects and underscores the value the community places on investments in various modes of travel. How an area chooses to spend its limited financial resources presents the clearest picture of its priorities for long-range mobility improvements as a means to achieve community objectives, such as quality of life, economic development, and protecting the environment.

The Florida-Alabama TPO, its advisory committees, and the LRTP Steering Committee, along with members of the general public, participated in the development of the Cost Feasible Plan through a series of public workshops, Steering Committee meetings, advisory committee meetings, workshops, and a formal public hearing. This section documents the development of the Cost Feasible Plan and identifies transportation system improvements associated with the adopted 2040 LRTP Cost Feasible Plan for the Florida-Alabama TPO study area.

7.1 Project Cost Estimations

The first step in the development of the Cost Feasible Plan is to develop project cost estimates for all capacity projects included in the adopted Needs Plan. This task was completed with

assistance from the TPO staff, FDOT staff, ALDOT staff and local government staff. Project costs were developed through the use of various forms of information including the following:

- FDOT District Three general transportation costs
- Specific project costs from completed PD&E studies
- Specific project costs from local government design plans

Project costs are primarily based on estimates developed through the use of the FDOT District Three (District) general costs per mile. This is a publication developed by the District to develop planning-level project costs and is regularly updated based on actual costs the District is incurring. Where specific data was unavailable from a completed PD&E study, an assumption was made about the costs per mile for new construction or widening an existing facility and whether the project was in an urban or rural area.

Project cost estimates were developed for each phase of the project. These typical phases include the following:

- The first phase is the Project Development and Environmental (PD&E) study which must be completed for transportation projects to evaluate corridor alternatives, solicit public input, and receive concept approvals.
- The second phase is Final Design which is the development of a complete set of detailed design drawings of the selected corridor concept. Final Design also is referred to as Preliminary Engineering (P.E.)
- The third phase is Right-of-Way (ROW) which involves purchasing needed land and easements for construction and wetland or drainage mitigation.
- The fourth phase is Construction which involves the actual construction of the mobility project.
- A parallel phase is Construction Engineering and Inspection (CEI) which involves inspection of the construction project to insure compliance with the final design specifications.

The total cost for a new project is the summation of costs for all five phases. Therefore, to develop total project costs, estimates for all phases are required. Costs for different phases have been assumed to be a within a range of the percentage of construction cost, as outlined below:

- PD&E – 2% to 10% of Construction Cost (This funding is a combination of State and Federal dollars)
- Final Design – 10% to 20% of Construction Cost
- Right-of-Way – 10% to 125% of Construction Cost
- CEI – 10% to 15% of Construction Costs

Each project was reviewed to determine the complexities and issues facing it in order to estimate the appropriate percentage for each phase. These assumptions were reviewed by the LRTP Steering Committee, the TCC, the TPO staff, and the ALDOT and FDOT Staff.

Construction costs, where possible, were obtained from authoritative studies either completed or underway. These studies include the Florida Strategic Intermodal System (SIS), local Capital Improvement Programs (CIP), or the FDOT Work Program. Project costs presented in this technical report were estimated by applying the above mentioned assumptions, wherever applicable, to PD&E, final design, ROW, or construction costs obtained from PD&E and or final design studies from the before mentioned sources. Costs for the Alabama projects were provided by the ALDOT.

Barring any readily available cost estimates from these sources, costs for construction phases were estimated by using cost data available from the FDOT and ALDOT. The unit cost method estimates the total construction cost of a roadway project by multiplying the total length of a project by the unit cost of construction for the particular facility type. Unit costs for highway are categorized based on construction type (new or widening project), location (urban or rural), existing number of lanes (ranging from zero to six), proposed number of lanes (ranging from two to eight), and facility type (divided or undivided, arterial or interstate). See Tables 7-1 and 7-2.

Table 7-1 FDOT District 3 Generic Cost Per Mile

Area Type	Number of Lanes	Description	Construction Cost Per Mile
Rural	2	New Construction Undivided Arterial	$1,870,831
	4	New Construction Divided Arterial	$4,403,821
	6	New Construction Divided Arterial	$5,050,686
	4	Widen Existing 2 Lane to 4 Lane Divided Arterial	$3,235,454
	6	Widen Existing 4 Lane to 6 Lane Divided Arterial	$3,363,406
Urban	2	New Construction Undivided Arterial	$3,140,734
	4	New Construction Divided Arterial	$5,809,816
	6	New Construction Divided Arterial	$6,802,735
	4	Widen Existing 2 Lane to 4 Lane Divided Arterial	$4,537,318
	6	Widen Existing 4 Lane to 6 Lane Divided Arterial	$4,147,480
Area Type	**Number of Lanes**	**Description**	**Construction Cost Per Mile**
	8	Widen Existing 6 Lane to 8 Lane Divided Arterial	$4,995,778
	6	Widen 4 Lane Interstate to 6 Lane Interstate	$4,312,523
	8	Widen 6 Lane Interstate to 8 Lane Interstate	$4,951,405

Source: FDOT Generic Cost Per Mile updated as of: 10/2015

Table 7-2 Alabama DOT Generic Cost Per Mile

Area Type	Number of Lanes	Description	Construction Cost Per Mile
Urban	2	2 Lane New Construction	$1,077,000
	4	4 Lane New Construction	$1,684,000
	4	Widen Existing 2 Lane to 4 Lane Divided Arterial	$2,500,000 per Mile

Source: ALDOT Cost Per Mile

These unit costs were reviewed by the LRTP Steering Committee and the Technical Coordinating Committee and accepted for use in the development of planning level costs for the 2040 LRTP update.

Appendix F contains the detailed cost estimates prepared for the 2040 LRTP.

Non-Capacity Program (Operating & Maintenance)

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 in Appendix A includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- Resurfacing program: Ensure that 80% of state highway system pavement meets Department standards;
- Bridge program: Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- Operations and maintenance program: Achieve 100% of acceptable maintenance condition standard on the state highway system;
- Product Support: Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- Administration: Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 in Appendix A identifies the statewide estimates for non-

capacity programs. About $106 billion (49% of total revenues) is forecast for the non-capacity programs.

ALDOT has a similar O&M program and as shown previously in Table 7-2, ALDOT has estimated over $3.2 million dollars for O&M within the Alabama portion of the Florida-Alabama TPO study area over the life of this plan.

7.2 Cost Feasible Project Determination

As stated earlier, there are not sufficient revenues to meet all of the mobility needs of the area. The TPO and the LRTP Steering Committee, therefore, had to undertake an exercise to determine which programs and projects should be funded in the Cost Feasible Plan.

FDOT is responsible for establishing priorities and allocates state and federal funding to projects on the Strategic Intermodal System (SIS) network. The TPO is responsible for setting priorities within the other funding categories from Table 6.1 shown previously.

The adopted 2040 Needs Assessment is the starting point of the 2040 Cost Feasible Plan. The three 2040 Cost Feasible Plan alternatives that were developed were as follows: (1) Existing Project Priorities; (2) Evaluation Criteria; and (3) Multi-Modal. The Existing Project Priorities Alternative was based on the current TPO's projects priorities for capacity projects. The Evaluation Criteria Alternative was based on the approved ranked criteria for road capacity projects. A separate report exists for the Evaluation Criteria. The Multi-Modal Alternative included capacity projects as well as express bus service, sidewalks and paved shoulders, Regional Trail Program, and the Complete Streets Program. Ultimately, the LRTP Steering Committee pulled components of each scenario together to build a blended cost feasible plan that offered as many mobility choices as possible.

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8.0 Adoption of the 2040 Cost Feasible Plan

The 2040 Cost Feasible Plan commits resources to a variety of mobility programs and projects to provide a multi-modal transportation system that supports both the motorized and non-motorized travelers in the region. The Cost Feasible Plan includes roadway widening projects, congestion mitigation and educational programs, as well as operational improvements through implementation of ITS strategies and corridor improvements.

The TPO will attempt to leverage available funding. In the selection of candidate projects, the TPO will give extra consideration to projects that provide an opportunity to partner with the FDOT and local governments. The TPO's "Early and Continuing Coordination Process" will be used to identify opportunities to supplement resurfacing projects to include multi-modal or safety

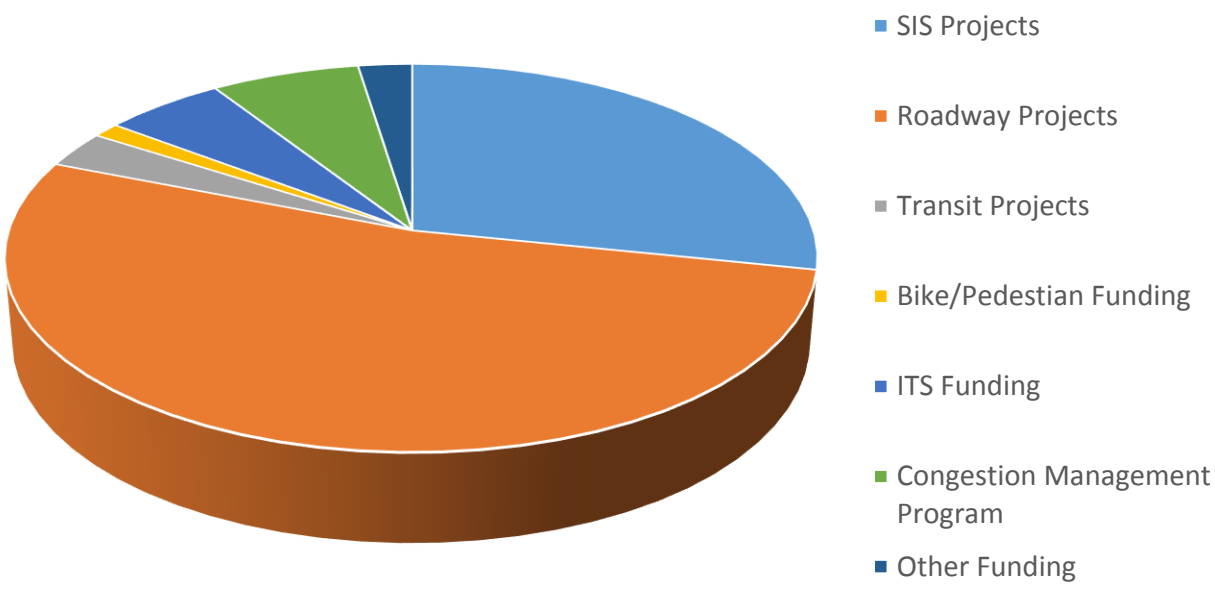
features. Furthermore, the TPO will solicit candidate projects from local governments and other modal partners.

Total funding allocations include the following:

- $45 Million (in YOE dollars) to implement Intelligent Transportation System (ITS) programs and projects
- $4.9 Million (in YOE dollars) to implement the Mobility Management Program
- $49 Million (in YOE dollars) to implement the Corridor/Congestion Management projects
- $9.8 Million (in YOE dollars) to support transit capitol purchases
- $9.8 Million (in YOE dollars) to implement bicycle and pedestrian projects
- $8.2 Million (in YOE dollars) to implement a regional trail program
- $1.9 Million (in YOE dollars) to implement a safety/educational program
- $8.2 Million (in YOE dollars) to implement the complete street program
- $1.9 Million (in YOE dollars) to develop and implement a Compressed Natural Gas (CNG) program

The Plan includes a total of $1,037,717,836 (YOE dollars) in mobility improvements through the year 2040. The Florida-Alabama TPO Board adopted the 2040 LRTP Cost Feasible Plan on **November 3, 2015**. This Cost Feasible Plan has 54 roadway projects, 2 major area wide signal upgrade projects, 2 express transit projects, and various projects from the Regional ITS Plan and Bicycle Pedestrian Master Plans and Congestion Management Plan. Figure 8-1 below depicts the breakdown of the types of projects that make up the 2040 Cost Feasible Plan. The 2040 Adopted Cost Feasible Plan is presented in Figures 8-2 through 8-5 and Table 8-1.

Figure 8-1 2040 Cost Feasible Plan Funding Breakdown



The 2040 Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and Alabama Projects) are shown in Appendix G by the following four time frames (2015-2020, 2021-2025, 2026-2030, and 2031-2040). Below is a summary of how the LRTP revenues were allocated among various project types.

Florida 2040 Cost Feasible Plan Costs Shown by Project Category

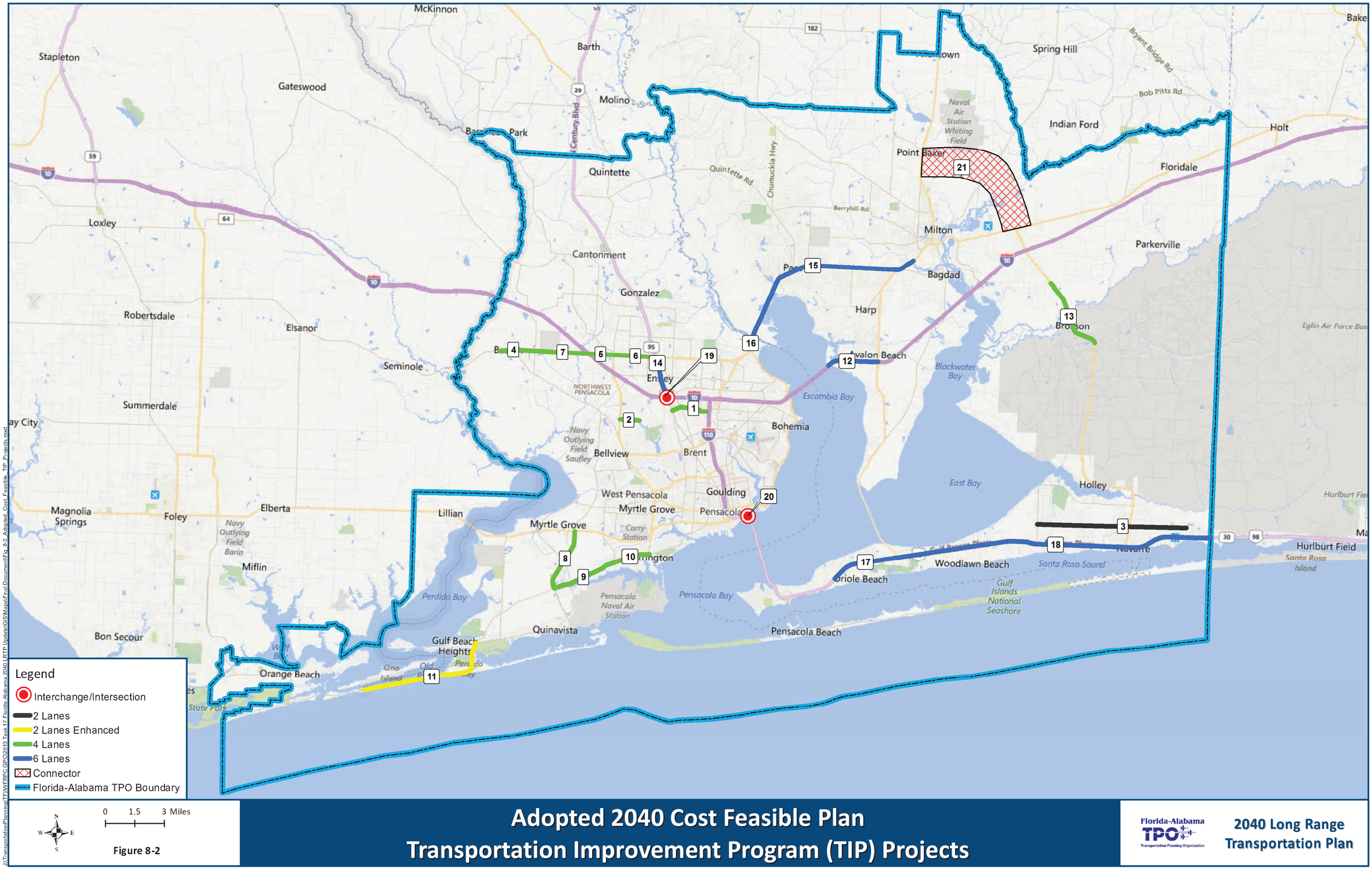
Roadway Projects	$ 652,163,142
Public Transportation Projects	$ 236,647,799
Mobility Programs	$ 130,549,000
Total	**$1,019,359,941**

Alabama 2040 Cost Feasible Plan Costs Shown by Project Category

Roadway Projects	$19,085,685
Public Transportation Projects	$ 0.00
Mobility Programs	$ 0.00
Total	**$19,085,685**

Total 2040 Cost Feasible Plan Costs Shown by Project Category

Roadway Projects	$ 671,248,827
Public Transportation Projects	$ 236,647,799
Mobility Programs	$ 130,549,000
Total	**$1,038,445,626**


McKinnon
Stapleton
Gateswood
Barth
Molino
Park
Quintette
Century Blvd
Quintette Rd
Chumuckla Hwy
Berryhill Rd
Naval Air Station Whiting Field
Point Baker
Spring Hill
Bryant Bridge Rd
Bob Pitts Rd
Indian Ford
Holt
Floridale
Milton
Parkerville
Bagdad
Harp
Bronson
Avalon Beach
Blackwater Bay
Escambia Bay
Eglin Air Force Base
Loxley
Cantonment
Gonzalez
Robertsdale
Elsanor
Seminole
Summerdale
Bay City
NORTHWEST PENSACOLA
Navy Outlying Field Saufley
Bellview
Brent
Bohemia
West Pensacola
Goulding
Pensacola
Myrtle Grove
Corry Station
Lillian
Elberta
Foley
Magnolia Springs
Navy Outlying Field Barin
Miflin
Perdido Bay
Bon Secour
Orange Beach
Gulf Beach Heights
Quinavista
Pensacola Naval Air Station
Pensacola Bay
Pensacola Beach
Oriole Beach
Woodlawn Beach
Gulf Islands National Seashore
Santa Rosa Sound
East Bay
Holley
Navarre
Hurlburt Field
Santa Rosa Island
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8
9
10
11
Legend
Interchange/Intersection
2 Lanes
2 Lanes Enhanced
4 Lanes
6 Lanes
Connector
Florida-Alabama TPO Boundary
0 1.5 3 Miles
Figure 8-2
Adopted 2040 Cost Feasible Plan
Transportation Improvement Program (TIP) Projects
Florida-Alabama TPO
Transportation Planning Organization
2040 Long Range Transportation Plan
J:\Transportation Planning\TF\WFRPC GPC\2013 Task 17 Florida-Alabama 2040 LRTP Update\GIS\Maps\Final Documents\Fig. 8-2 Adopted Cost Feasible TIP Projects.mxd

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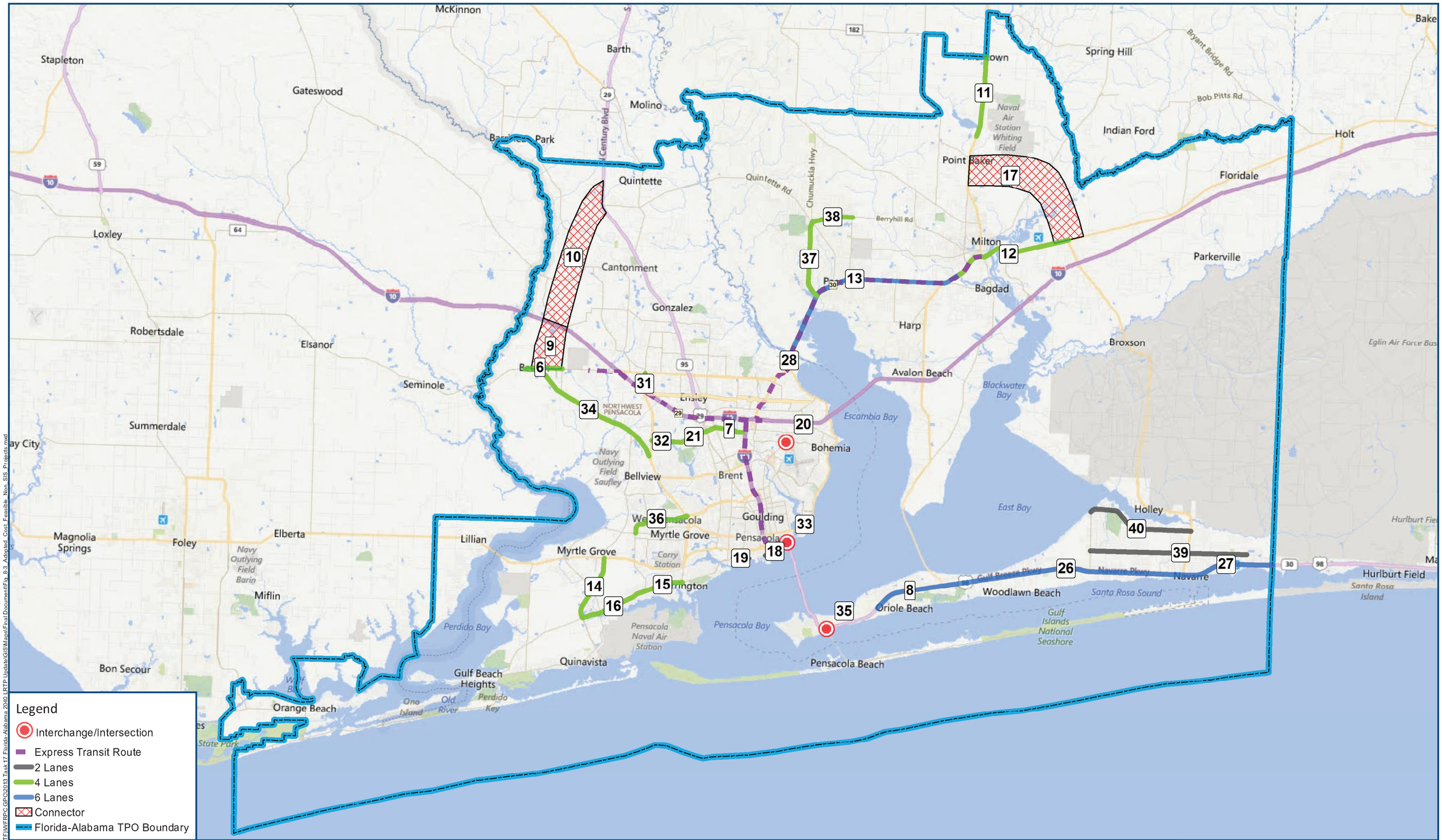

Figure 8-3

Adopted 2040 Cost Feasible Plan
Non SIS Projects

Florida-Alabama TPO
Transportation Planning Organization

2040 Long Range Transportation Plan

J:\TransportationPlanning\TF\WFRPC\GPC\2013 Task 17 Florida-Alabama 2040 LRTP Update\GIS\Maps\Final Document\Fig. 8-3 Adopted Cost Feasible Non SIS Projects.mxd

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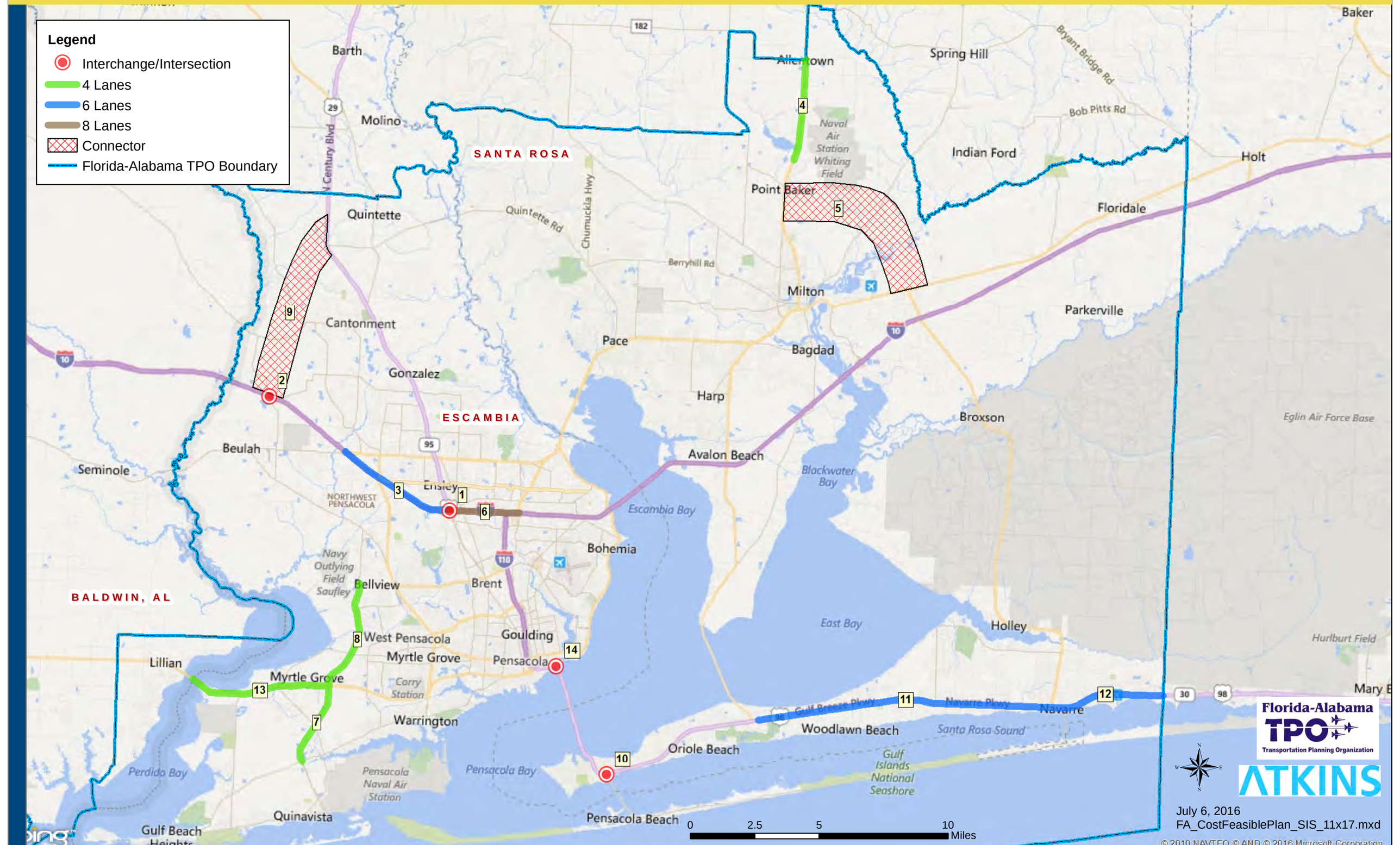
Florida-Alabama TPO 2040 Long Range Transportation Plan - Adopted Cost Feasible Plan Projects - SIS



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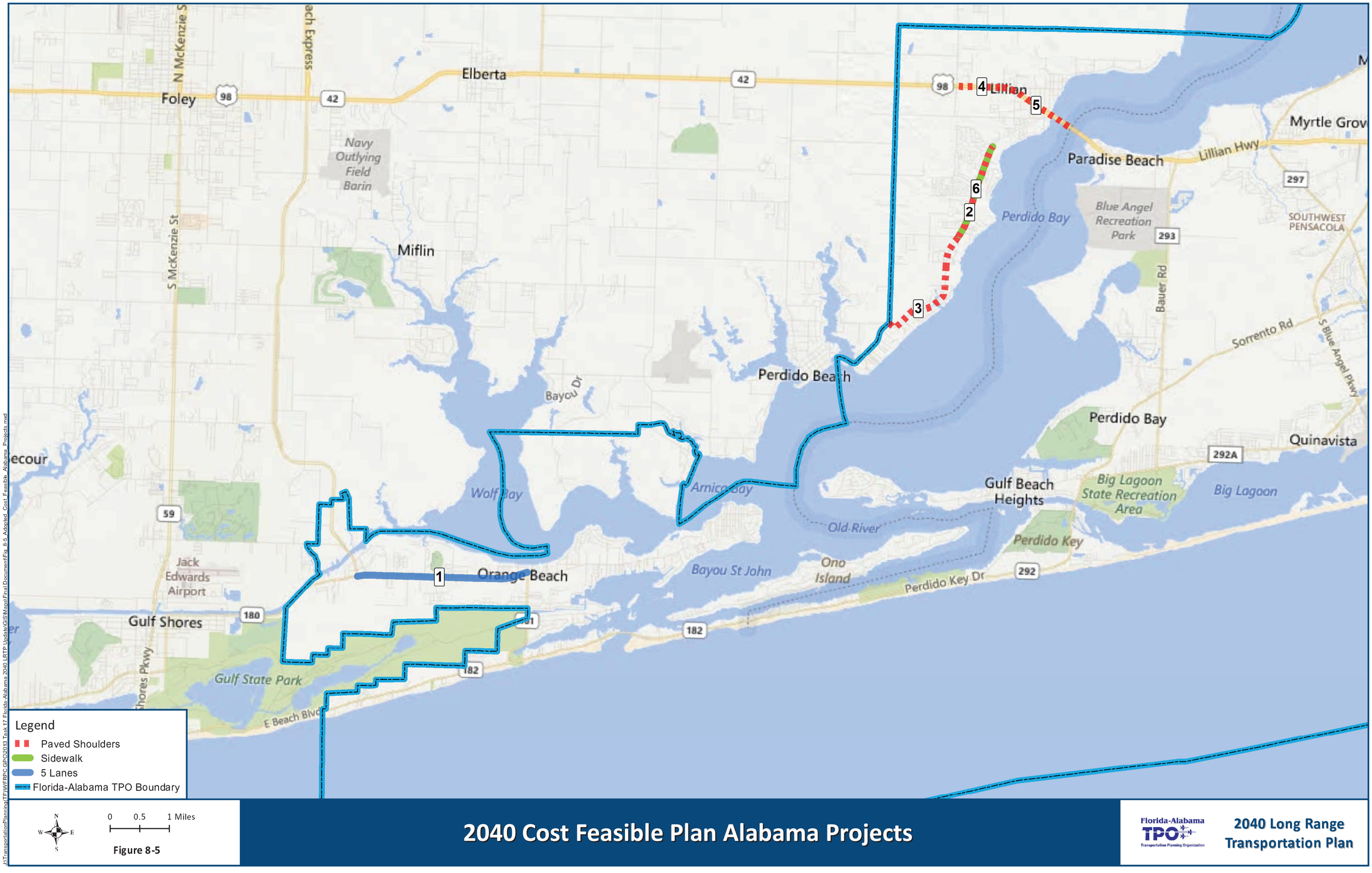

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Table 8.1: Adopted 2040 Cost Feasible Plan – Transportation Improvement Program (TIP) Projects

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
1	SR742 (Burgess Road)	SR95 (US29)	Hillburn Drive	Widen to 4 Lanes	Complete	Complete	$3,248,000	Not Funded in the current TIP
2	Longleaf Drive	Pine Forest Road (SR297)	Wymart Road	Widen to 4 Lanes	Complete	Complete	Complete	$2,029,206
3	Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	2 Lane Enhancement	$500,000	Not Funded in the current TIP	Not Funded in the current TIP	Not Funded in the current TIP
4	SR10 (US90A) Nine Mile Road	Mobile Highway (SR10A) US90	Beulah Road (CR99)	Widen to 4 Lanes	Underway	$1,095,848	Not Funded in the current TIP	Not Funded in the current TIP
5	SR10 (US90A) Nine Mile Road	SR8 (I-10)	SR297 (Pine Forest Road)	Widen to 4 Lanes	Complete	Underway	Underway	$4,715,606
6	SR10 (US90A) Nine Mile Road	SR297 (Pine Forest Road)	US29 (SR95)	Widen to 4 Lanes	Complete	Complete	Complete	$13,679,054
7	SR10 (US90A) Nine Mile Road	Beulah Road (CR99)	I-10 (SR8)	Widen to 4 Lanes	Underway	$331,192	$520,000	$20,114,256
8	SR173 (Blue Angel Parkway)	SR292 (Sorrento Road)	SR30 (US98)	Widen to 4 Lanes	Complete	Underway	15,000,000	Not Funded in the current TIP
9	SR292 (Gulf Beach Highway)	SR173 (Blue Angel Parkway)	SR727 (Fairfield Drive)	Widen to 4 Lanes	Underway	$1,657,349	Not Funded in the current TIP	Not Funded in the current TIP
10	SR292 (Gulf Beach Highway)	SR727 (Fairfield Drive)	SR295 (Navy Boulevard)	Widen to 4 Lanes	Underway	$793,940	Not Funded in the current TIP	Not Funded in the current TIP

Table 8.1: Adopted 2040 Cost Feasible Plan – Transportation Improvement Program (TIP) Projects

Projects not Shown in Priority Order

11	SR292 (Perdido Key Drive)	Alabama State Line	Innerarity Point Road	Widen to 4 Lanes	Underway	$2,454,758	Not Funded in the current TIP	Not Funded in the current TIP
12	SR8 (I-10)	Escambia Bay Bridge	East of SR281 (Avalon Boulevard)	Widen to 6 lanes	Complete	Complete	Complete	Underway
13	SR87	2 miles south of the Yellow River	CR184	Widen to 4 Lanes	Complete	Complete	Complete	$31,694,323
14	SR95 (US29)	SR8 (I-10)	North of SR10 (US90A) Nine Mile Road	Widen to 6 Lanes	Complete	Underway	$2,620,416	$36,719,730
15	SR10 (US90)	Escambia County Line	Glover Lane	Widen to 6 Lanes	Underway	Not Funded in the current TIP	Not Funded in the current TIP	Not Funded in the current TIP
16	SR10 (US90)	SR10A (US90) Scenic Highway	Santa Rosa County Line	Widen to 6 Lanes	Underway	Not Funded in the current TIP	Not Funded in the current TIP	Not Funded in the current TIP
17	SR30 (US98)	Bayshore Road	Portside Drive	Widen to 6 Lanes	Complete	Underway	$3,828,980	Not Funded in the current TIP
18	SR30 (US98)	Portside Drive	Okaloosa County Line	Widen to 6 Lanes	$2,828,000	Not Funded in the current TIP	Not Funded in the current TIP	Not Funded in the current TIP

Table 8.1: Adopted 2040 Cost Feasible Plan – Transportation Improvement Program (TIP) Projects

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
19	SR8 (I-10)	At SR95 (US29)		Major Interchange Improvement (Phase I)	Complete	Complete	Complete	$7,723,800
20	SR30 (US98)	At Gregory Street and Bayfront Parkway	Major Intersection Improvement	Underway	Not Funded in the current TIP	Not Funded in the current TIP	Not Funded in the current TIP	
20	SR30 (US98)	At Gregory Street and Bayfront Parkway	Major Intersection Improvement	Underway	Not Funded in the current TIP	Not Funded in the current TIP	Not Funded in the current TIP	
21	SR87N/SR87S Connector	North of Clear Creek Bridge	US90/SR87S	Construct new Facility	Underway	$4,374,240	Not Funded in the current TIP	Not Funded in the current TIP
22	Area Wide ITS Project	Coordinate Traffic Signals		NA	On-Going	NA	$704,000	
23	Area Wide ITS Project	Traffic Management System		NA	Underway	NA	$27,681,064	

Table 8.2: Adopted 2040 Cost Feasible Plan – Non SIS Projects in 2015 Dollars

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
1	Regional ITS Program	Implement projects from the Intelligent Transportation System (ITS) Regional Implementation Plan			NA	NA	$0	$28,000,000
2	Mobility Management Program	Completion of mobility studies and plans throughout the TPO area		$150,000 Annually	NA	NA	$0	$3,000,000
3	Corridor/Congestion Management Projects	Implementation of projects identified in transportation studies/plans		$1,500,000 Annually	NA	$6,000,000	$0	$30,000,000
4	Public Transportation Capital Improvements	Capital projects – may include purchase of replacement buses or shelter amenities		$300,000 Annually	NA	NA	$0	$6,000,000
5	Bicycle and Pedestrian Projects	Implement projects from the bicycle and pedestrian plans		$350,000 Annually	NA	NA	$0	$6,000,000
6	Nine Mile Road	Mobile Highway	Beulah Road	Widen to 4 Lanes	Complete	Scheduled	$1,450,000	$11,307,940
7	Burgess Road	US29	Hilburn Road	Widen to 4 lanes	Complete	Underway	Scheduled	$18,000,000
8	US98	Bayshore Drive	Portside Drive	Widen to 6 lanes	Complete	Underway	Underway	$22,417,129
9	US29 Connector	Nine Mile Road (US 90A)	Just north of I-10	New 4 lane facility	$1,750,000[1]	$1,900,000[1]	$400,000[1]	$10,200,000[1]

Table 8.2: Adopted 2040 Cost Feasible Plan – Non SIS Projects in 2015 Dollars

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
10	US29 Connector	Beulah Road Interchange	US29	Construction of new 4 lane facility	$2,000,000	$6,000,000	$20,000,000	$35,000,000
11	SR87 North	CR87A (Langley Street)	TPO Boundary	Widen to 4 lanes	Complete	Underway	$9,221,044	$21,208,400
12	US90	Glover Lane/Old Highway 90	SR 87 South	Widen to 4 lanes	Underway	$3,921,600	$13,072,086	$30,065,800
13	US90	Escambia County Line	Glover Lane/Old Highway 90	Widen to 6 lanes	Underway	$7,000,000	$20,000,000	$48,000,000
14	Blue Angel Parkway	Sorrento Road	US98	Widen to 4 lanes	Complete	Underway	$15,000,000[1]	$23,650,000[1]
15	Gulf Beach Highway	Fairfield Drive	Navy Boulevard	Widen to 4 lanes	Scheduled	$1,724,000	$11,229,862	$17,219,121
16	Gulf Beach Highway	Blue Angel Parkway	Fairfield Drive	Widen to 4 lanes	Scheduled	$3,000,000	$6,465,678	$9,914,040
17	SR87 Connector	US90	SR87 North	Construct new facility	Underway	$7,874,000	$9,120,000	$34,950,000
18	Main Street	Tarragona Street	Chase Street	2 lane improvement	$200,000	$300,000	$0	$2,291,493

Table 8.2: Adopted 2040 Cost Feasible Plan – Non SIS Projects in 2015 Dollars

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
19	Main Street	Barrancas Avenue	Clubbs Street	2 lane improvement	Not Required	$250,000	$0	$1,900,288
20	Langley Avenue/ Tippen Avenue/ 9th Avenue			Major Intersection Improvement	Underway	Underway	$6,000,000[1]	$20,000,000[1]
21	Pinestead Drive	Wymart Road	US29	Widen to 4 lanes	Complete	Underway	$5,000,000[1]	$15,000,000[1]
22*	Complete Street Program	Development and implementation of projects that incorporate context-appropriate roadway designs that accommodate users of all ages and abilities, including cyclists, pedestrians, motorists, transit, and freight.		$250,000 Annually	NA	NA	$0	$5,000,000
23*	Safety Education Program	Development of public awareness/safety campaigns		$60,000 Annually	NA	NA	$0	$1,200,000
24*	Regional Trail Program	Development and implementation of regional trail system/network		$250,000 Annually	NA	NA	$0	$5,000,000
25*	Compressed Natural Gas (CNG) Program	Construct Refueling Station(s) at Various location(s) (would be partnering with CNG providers)		NA	NA	NA	$0	$1,200,000

**Programs not shown on map.*

Table 8.2: Adopted 2040 Cost Feasible Plan – Non SIS Projects in 2015 Dollars

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
26	US98	Portside Drive	SR87	Widen to 6 Lanes	Scheduled	$2,800,000	$10,000,000	$20,000,000
27	US98	SR87	Okaloosa County Line	Widen to 6 Lanes	Scheduled	$3,000,000	$3,000,000	$6,700,000
28	US90	Scenic Highway	Santa Rosa County Line	Widen to 6 lanes	Underway	$450,000	$500,000	$5,000,000
29	Express Bus Service Northwest	Pensacola	Navy Federal via I-110	New Bus Route/Service	$200,000	$500,000	$1,800,000	$4,628,751
30	Express Bus Service Northeast	Milton	Navy Federal via US90	New Bus Route/Service	$300,000	$800,000	$3,000,000	$7,267,500
31	Pine Forest Road	I-10	Nine Mile Road	Widen to 4 lanes	$600,000	$700,000	$2,400,000	$3,500,000
32	Longleaf Drive	Pine Forest Road	Wymart Road	Widen to 4 lanes	Complete	Underway	$3,000,000[1]	$8,200,000[1]
33	17th Avenue	At Bayfront Parkway		Major intersection improvement	Scheduled	$5,250,000	$6,000,000	$40,250,000
34	Mobile Highway	Nine Mile Road (US90A)	Godwin Lane	Widen to 4 Lanes	$1,724,181	$5,172,543	$17,241,808	$39,656,000

Table 8.2: Adopted 2040 Cost Feasible Plan – Non SIS Projects in 2015 Dollars

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
35	US98	at SR 399		Major Intersection Improvement	$250,000	$750,000	$3,750,000	$5,750,000
36	Fairfield Drive	Mobile Highway	Lillian Highway	Widen to 4 Lanes	$938,282	$1,876,563	$9,400,000	$10,790,250
37	Woodbine Road	US 90	Berryhill Road	Widen to 4 Lanes	$598,559	$1,795,677	$5,985,590	$13,766,857
38	Berryhill Road	Woodbine Road	West Spencer Field Road	Widen to 4 Lanes	$323,545	$970,656	$3,354,454	$7,441,500
39	Navarre Community Access Road	Edgewood Drive	Whispering Pines Road	Construct new 2 lane facility	Complete	$2,355,551	$11,777,753	$27,088,831
40	East Bay Boulevard	SR87	Edgewood Drive	Enhanced 2 lane facility	$39,750	$119,250	$400,000	$915,000
41*	Transit Funds for Existing Service Levels	System wide funding to maintain existing service. $6,131,448 annually: $122,628,975 Total			NA	NA	NA	NA

**Program not shown on map.*

Table 8.3: Adopted 2040 Cost Feasible Plan – SIS Projects in 2015 Dollars

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
1	I-10	At US29 (SR95)		Major intersection improvement (Phase 2)	Complete	Underway	$1,514,000	$77,760,000
2	Beulah Road Interchange	At I-10		Construction of new interchange	Underway	$2,600,000	$5,000,000	$35,000,000
3	I-10	West of Nine Mile Road (US90A) Interchange	US29 (SR95)	Widen to 6 lanes	Scheduled	$2,000,000	$2,000,000	$38,693,000
4	SR87 North	CR87A (Langley Street)	TPO Boundary	Widen to 4 lanes	Complete	Underway	$9,221,044	$21,208,400
5	SR87 Connector	US90	SR87 North	Construct new facility	Underway	$7,874,000	$9,120,000	$34,950,000
6	I-10	US29	Davis Highway	Widen to 8 lanes	Complete	$2,000,000	$3,500,000	$9,110,600
7	Blue Angel Parkway	Sorrento Road	US98	Widen to 4 lanes	Complete	Underway	$15,000,000	$23,650,000
8	Blue Angel Parkway	US98	Saufley Field Road	Widen to 4 lanes	Complete	$3,100,000	$15,000,000	$23,480,621
9	US29 Connector	Beulah Road Interchange	US29	Construction of new 4 lane facility	$2,000,000	$6,000,000	$20,000,000	$35,000,000

Table 8.3: Adopted 2040 Cost Feasible Plan – SIS Projects in 2015 Dollars

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	PD&E	Design	ROW	CST/CEI
10	US98	at SR 399		Major Intersection Improvement	$250,000	$750,000	$3,750,000	$5,750,000
11	US98	Portside Drive	SR87	Widen to 6 Lanes	Scheduled	$2,800,000	$10,000,000	$20,000,000
12	US98	SR87	Okaloosa County Line	Widen to 6 Lanes	Scheduled	$3,000,000	$3,000,000	$6,700,000
13	US98	Florida-Alabama State Line	Blue Angel Parkway	Widen to 4 Lanes	$889,750	$2,669,250	$8,897,500	$20,400,000
14	17th Avenue	At Bayfront Parkway		Major Intersection Improvement	Scheduled	$5,250,000	$6,000,000	$40,250,000

The Florida Department of Transportation (FDOT) is currently updating the SIS Needs and Cost Feasible Plans

Table 8.4: Adopted 2040 Cost Feasible Plan – Alabama Projects in 2015 Dollars

Projects not Shown in Priority Order

ID	Project Name	From	To	Improvement	Phase	Funding	Reference Number(s)
1	SR180 (Canal Road)	Foley Beach Express	SR161	Widen to 5 lanes[1]	ROW UT CN	$2,700,000 $7,516,430 $6,543,111	100040587 100040588 100040589
2	CR 99	Carrier Drive	Spanish Cove Drive	Add paved shoulders	CN	$407,970	100063404
3	CR 99	CR 91	Carrier Drive	Add paved shoulders	CN	$463,273	100063640
4	US 98 (SR 42)	Hillcrest Road	Barclay Avenue	Add paved shoulders	PE CN	$20,000 $167,648	100063635 100063641
5	US 98 (SR 42)	Barclay Avenue	Alabama State Line	Add sidewalk	PE CN	$20,000 $472,563	NA NA
6	CR 99	Carrier Drive	Spanish Cove Drive	Add sidewalk	PE CN	$20,000 $735,690	NA NA

[1] *The typical section for this project will include 4 travel lanes and a center turn lane*

Phase Not Funded in Draft 2040 Cost Feasible Plan

Phase Funded in Draft 2040 Cost Feasible Plan

Phase Funded with local or other funds in Draft 2040 Cost Feasible Plan

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Transportation Alternative Program (TAP)

The TAP was authorized by Moving Ahead for Progress in the 21st Century (MAP-21), signed into law in July 2012. On December 4th, 2015 the Fixing America's Surface Transportation (FAST) Act continued TAP. Multimodal improvements in both counties, which include regional trails, bicycle and pedestrian projects, will be funded through Transportation Alternatives Program (TAP) funds. Authorized under MAP-21, TAP provides funding for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects.

No revenue forecasts are provided for the TAP at the TPO level. The revenue shown in the table below are districtwide estimates for the Florida portion of the TPO area. The Florida-Alabama TPO has an annual process where they work with their local government partners to identify projects and apply for TAP funding.

Table 8-5: Transportation Alternative Program Estimates[1]

Transportation Alternatives Florida-Alabama TPO	**2040 Revenue Forecast**				
	2019-2020	2021-2025	2026-2030	2031-2040	22 Year Total
TALU (Urban); Funds for TMA[2]	$0.90	$2.20	$2.20	$4.40	$9.70
Districtwide TALL (<200,000 Population)	N/A	N/A	N/A	N/A	N/A
TALT (Any Area); Districtwide	$0.66	$1.66	$1.66	$3.32	$7.30

[1] Use of these funds must be consistent with federal and state policy. See guidance in the *2040 Revenue Forecast Handbook*.

[2] "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.

The Alabama DOT administers the TAP program as well. Similar to the Florida TAP process it too is application driven. Information in ALDOT's TAP can be found at http://www.dot.state.al.us/moweb/specialprograms_section.htm.

2040 Cost Feasible Plan compared to the 2035 Cost Feasible Plan

This section will compare the 2040 cost feasible plan to the 2035 cost feasible plan. There were a number of projects that were in the 2035 cost feasible plan and for documented reasons were excluded from the 2040 cost feasible plan. The table below presents these projects and provides the justification for the projects exclusion from the 2040 cost feasible plan.

Table 8-6: 2035 Cost Feasible Plan Projects Not Currently Included in the 2040 Cost Feasible Plan

Corridor/Project	From	To	Project Description	Reason Excluded
East Spencer Field Road	US90	South Spencer Field Road	Widen to 4 Lanes	Lack of local funding
Five Points Intersection			Major intersection improvement	Lack of need & local funding
I-10	Escambia Bay Bridge	Avalon Boulevard	Widen to 6 Lanes	Project scheduled for construction in TIP
Nine Mile Road	Pine Forest Road	US29	Widen to 4 Lanes	Project scheduled for construction in TIP
Nine Mile Road	I-10	Pine Forest Road	Widen to 4 Lanes	Project scheduled for construction in TIP
Perdido Key Drive	Alabama State Line	Gulf Beach Highway	Widen to 4 Lanes	Project has been changed to provide multi-modal improvements
Sorrento Road	Gulf Beach Highway	Blue Angel Parkway	Widen to 4 Lanes	Lack of local funding
Sterling Way	Bell Lane	Avalon Boulevard	Widen to 4 Lanes	Lack of funding
US90	Airport Road	S.A. Jones Road	Widen to 4 Lanes	Change in project priority
US 98 (Pensacola Bay Bridge)	City of Pensacola	City of Gulf Breeze	Replace existing bridge with a 6 lane facility	Project scheduled for construction in TIP
Woodbine Road	US90	Five Point Intersection	Widen to 4 Lanes	Lack of local funds
Olive Road	Palafox Street	Davis Highway	Widen to 3 Lanes	Project scheduled for construction in TIP
Olive Road	Davis Highway	Ninth Avenue	Widen to 3 Lanes	Project scheduled for construction in TIP
Olive Road	Ninth Avenue	Scenic Highway	Widen to 3 Lanes	Complete

9.0 Final Thoughts

The mix of mobility improvements in the 2040 Cost Feasible Plan is designed to support economic vitality and preserve quality of life while sustaining the environment. This section of the report considers the benefits of the Cost Feasible Plan in comparison to future conditions if these improvements are not made. The comparison demonstrates that without further investments in the transportation infrastructure beyond those currently committed in the funding work programs of the FDOT and the local governments, the transportation system will experience degradation in travel time, air quality, safety, user costs, energy consumption, and travel congestion.

The Florida-Alabama 2040 LRTP represents the culmination of efforts undertaken to identify a regional mobility network that will address the areas existing and future transportation needs.

There are a number of ongoing actions beyond the normal project development activities that the TPO and its partners should consider for key elements of the 2040 LRTP to move forward. Key partners in the success of this plan include FDOT District Three, ALDOT, Escambia County Transit Agency (ECAT), Pensacola Naval Air Station, the Northwest Florida Regional TPO, The Pensacola International Airport, the Port of Pensacola, and the neighboring counties and TPOs.

There are several key implementation actions that will be instrumental to the success of the 2040 LRTP. These include:

- A continued emphasis on the development of a multi-modal transportation system.
- Autonomous vehicles and emerging technologies.
- Awareness of potential changes to air quality policies.
- Continued partnership with the military as the mission adjusts.
- Continued participation in regional planning activities to maintain a forum for the development of an effective mobility system that moves people and goods in a safe and efficient manner.
- Continued emphasis on performance based planning.
- New requirements in the Fixing America's Surface Transportation (FAST) Act.
- Discussions with ALDOT and FDOT to expand the Northwest Florida Regional Travel Demand Model to include Orange Beach.
- Alabama is currently updating the Statewide Bicycle and Pedestrian Plan. The results of this will need to be factored into future plans.
- The Florida Future Corridors Initiative has identified Northwest Florida as a region that the FDOT will develop a plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 year. As this effort comes on line the findings will need to be incorporated into future plans.
- In addition to the Future Corridors Initiative, Florida and Alabama are part of a team looking at the Gulf Coast as a mega region for freight and goods movement. The findings from this effort will need to be factored into the next plan update.

Appendix A– 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN
2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview
This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that "flow through" the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

Background
Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida's 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21[1]), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department's Work Program for 2014 through 2018, (2) the impact of the Department's objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

Purpose
This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not "flow through" the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as "capacity programs." "Metropolitan estimates" are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as "non-capacity programs" in this document, to meet statewide objectives and program needs in all metropolitan and non-

[1] Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, July 6, 2012.

metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040
Documentary Stamps Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	$348.5 million annually
Federal Distributions (Total Obligating Authority)	2014-2021	FDOT Federal Aid Forecast
	2022-2040	Annual 0.0% increase through 2040
Turnpike	2014-2022	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 1
Forecast of Revenues
2040 Revenue Forecast (Millions of Dollars)

Major Revenue Sources	Time Period 2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	27-Year Total[2] 2014-2040
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	19,328 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	60,776 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	6,610 8%	17,011 8%
Total[2]	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for "Capacity," "Non-Capacity," and "Other" state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

TABLE 2
Major Capacity Programs Included in the 2040 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
Documentary Stamps Funds – Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About $216 billion is forecast for the entire state transportation program from 2014 through 2040; about $103 billion (48%) is forecast for capacity programs.

Table 3
Statewide Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	17,726	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	8,766	23,740
Aviation	333	853	819	911	1,981	4,896
Transit	855	1,883	1,942	2,041	4,280	11,001
Rail	500	865	729	807	1,745	4,647
Intermodal Access	83	153	182	199	430	1,043
Seaports	383	395	496	553	1,205	3,031
Documentary Stamps Funds[3]	0	639	1,791	1,791	3,582	7,803
Total Capacity Programs	**9,297**	**16,905**	**17,961**	**18,888**	**39,715**	**102,761**
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula[2]: other arterials construction/right-of-way (net of TMA and TA funds); ; and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

[2] The statutory formula is based on 50% population and 50% motor fuel tax collections.

FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4. Table 4a contains estimates of TMA funds.

Table 4
Metropolitan Area Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Estimates for FLORIDA-ALABAMA TPO

Capacity Programs*	5-Year Period (Fiscal Years)				22-Year Total
	2019-2020	2021-25	2026-30	2031-40	2019-2040
SIS Highways Construction & ROW	49.71	7.29	178.46	0.00	235.46
Other Arterials Construction & ROW	29.23	65.25	61.70	134.93	291.11
Transit	18.10	46.40	48.80	102.30	215.60
Aviation	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A
Seaports	N/A	N/A	N/A	N/A	N/A
Intermodal Access	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	**97.04**	**118.94**	**288.96**	**237.23**	**742.17**

* Notes:
- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan, 2040 SIS Cost Feasible Plan.

Table 4a
Transportation Management Area (TMA) Funds Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

FLORIDA-ALABAMA TPO	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
TMA Funds	**9.00**	**22.50**	**22.50**	**45.00**	**99.00**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Rows sometimes do not equal the totals due to rounding.

Annually, up to $541.75 million may be appropriated from proceeds from the Documentary Stamp Tax[3] for several major state transportation programs. These funds are distributed – according to formulas defined in state law – to the SIS, the Transportation Regional Incentive

[3] Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately $350 million each year.

Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as "illustrative projects," the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

Table 5
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.1	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
Statewide Total Forecast	**6.6**	**48.5**	**48.5**	**97.0**	**200.6**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Table 6
Statewide New Starts Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
Statewide Total Forecast	**63.3**	**174.3**	**174.3**	**348.5**	**760.3**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Rows sometimes do not equal the totals due to rounding.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

Table 7
Transportation Alternatives Funds[1] Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

FLORIDA-ALABAMA TPO	5-Year Period (Fiscal Years)				22-Year Total[3]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
TALU (Urban); Funds for TMA[2]	0.90	2.20	2.20	4.40	9.70
TALL (<200,000 Population)[2]; Districtwide Funds	N/A	N/A	N/A	N/A	N/A
TALT (Any Area); Districtwide Funds	0.66	1.66	1.66	3.32	7.30

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] "TALU" funds are for projects in Transportation Management Areas; "TALL" funds are for projects that are not in Transportation Management Areas.
[3] Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About $106 billion (49% of total revenues) is forecast for the non-capacity programs.

Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

TABLE 8
Major Non-Capacity Programs Included in the 2040 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay Office Information Systems

Table 9
Statewide Non-Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
Total Non-Capacity Programs	**6,844**	**16,813**	**18,224**	**19,904**	**43,748**	**105,532**
Other[3]	364	1,111	1,330	1,474	3,252	7,531
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] "Other" is primarily for debt service.

Table 10
State Highway System Operations and Maintenance Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	20014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,769	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
Statewide Total Forecast	**3,773**	**10,414**	**10,630**	**11,647**	**25,586**	**62,049**

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Other

The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately $7.5 billion (3.5% of total revenues) is forecast for these

expenditures. These funds are not available for statewide or metropolitan system plans.

Appendix B– LRTP Check List

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	Required in the U.S. Code	Included		Comments
		Yes	No	
G-1	Is the plan performance-driven and outcome based? [23 U.S.C 134 (c)(1)] [49 U.S.C. 5303(c)(1)]	✓		
G-2	Does the plan support integrated management and operation of transportation systems and facilities (including accessible pedestrian and bicycle facilities) that will function as an intermodal transportation system [23 U.S.C 134 (c)(2)] [49 U.S.C. 5303(c)(2)]	✓		The plan includes all modes of transportation and the TPO has developed a Congestion Management Process Plan, ITS Master Plan and a Bicycle/Pedestrian Master Plan each of which identifies programs and projects that create an intermodal transportation system.
G-3	Does the plan consider all modes of transportation based on a continuing, cooperative, and comprehensive process? [23 U.S.C. 124 (c)(3)] [49 U.S.C. 5303(c)(3)]	✓		All modes of transportation are addressed in the plan.
A-1	Are the 8 planning factors addressed? [23 U.S.C. 134(h)(1)]	✓		The planning factors are addressed through the plan's goals and objectives. Please see the Goals and Objectives section for additional documentation.
A-2	Does the plan identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that function as an integrated system, giving emphasis to facilities that serve important national, state, and regional transportation functions? [23 U.S.C. 134 (i)(2)(A)]	✓		The plan identifies roadway, transit, bicycle, pedestrian, ITS, and operational/maintenance projects. The goals and objectives and the evaluation criteria take into account the functions of the various types of projects.

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-3	Does the plan include discussion of potential environmental mitigation activities and potential areas to carry out these activities? [23 U.S.C. 134 (i)(2)(B)(i)]	✓		Please see the environmental mitigation section of this report for additional documentation on the mitigation strategies.
A-4	Was the plan developed in consultation with Federal, State, Tribal, wildlife, land management, and regulatory agencies? [23U.S.C. 134 (i)(2)(B)(ii)]	✓		Many agencies, including the ones noted were afforded opportunities throughout the plan update process to participate in the development of the plan. Letters were sent to federal recognized tribes and a meeting was held with tribal leaders of the Santa Rosa Creek Tribe.
A-5	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that can be made available to carry out the plan? [23 U.S.C. 134 (i)(2)(C)]	✓		The cost feasible element does describe how the plan will be implemented with public funds. Escambia County has dedicated Local Option Sales Tax revenues towards specific projects. At the time this plan was developed there were no private funds identified for any projects. The financial resources document includes information on alternative revenue sources for future consideration by local governments.
A-6	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? [23 U.S.C. 134 (i)(2)(D)]	✓		The FDOT and ALDOT have provided O&M information at the district level. This information is included in Appendix A for FDOT and in the financial resources section for ALDOT.
A-7	Does the plan include capital investment and other strategies to preserve the existing and future system and provide for multimodal capacity increases based on regional priorities and needs? [23 U.S.C. 134 (i)(2)(E)]	✓		System preservation is the top priority of the plan and of the TPO. FDOT leads the efforts to preserve the existing system and as such the revenue forecasts provided to the TPO do not include O&M. This revenue was taken of the top. However, Alabama identified revenue in the Financial Resources section as well.

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-8	Does the plan include proposed transportation and transit enhancement activities? [23 U.S.C. 134 (i)(2)(F)]	✓		The TPO has set up a separate system for enhancement activities and those activities occur on an annual basis.
A-9	Within Transportation Management Areas (TMAs), did the plan incorporate the use of a congestion management process? [23 USC 134 (k)(3)]	✓		The TPO's Congestion Management Process Plan (CMPP) was updated as part of the plan update. This information was used as part of the development of the LRTP.
A-10	Does the plan apply a performance-based approach to transportation decision-making to support the national goals established in MAP-21? [23 U.S.C. 134(h)(2)(A)] [49 U.S.C. 5303(h)(2)(A)]	✓		Through the development of the goals and objectives and the subsequent evaluation criteria, project performance was taken into account. Notice for proposed rulemaking on performance measures has not been finalized at this time. The TPO staff participates with FDOT at the state level to help develop and implement performance measures for the LRTP.
A-11	Does the plan establish surface transportation performance targets, developed in coordination with the State, that align with performance measures established in MAP-21? [23 U.S.C. 134(h)(2)(B)(i)] [49 U.S.C. 5303(h)(2)(B)(i)]		✓	Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.
A-12	Were performance targets established in coordination with public transportation providers? [23 U.S.C. 134(h)(2)(B)(ii] [49 U.S.C. 5303(h)(2)(B)(ii)]		✓	The local transit provider only recently began the update to the Transit Development Plan (TDP). It is anticipated the update will include establishing updated performance targets. While this update is being coordinated with the TPO, the local transit provider is leading this effort.

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-13	Were performance targets established within 180 days of State or public transportation providers setting targets?[23 U.S.C. 134(h)(2)(C)] [49 U.S.C. 5303(h)(2)(C)]		✓	Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.
A-14	Does the plan, directly or by reference, reflect the goals, objectives, performance measures, and targets described in other applicable State and public transportation plans required as part of a performance-based program [23 U.S.C. 134(h)(2)(D)] [49 U.S.C. 5303(h)(2)(D)]		✓	The plan consider local government goals and objectives as it was being developed. However, Florida is still working on the statewide and TPO/MPO performance measure guidance. The local transportation provider is a member of the TPO Board, the TCC and participated on the LRTP Steering Committee.
A-15	Was the plan updated at a minimum every four years in air quality nonattainment or maintenance area, or (minimum) five years otherwise? [23 U.S.C. 134(i)(1)(B)] [49 U.S.C. 5303(i)(1)(B)]	✓		The previous plan was adopted in November of 2010 and this plan was adopted in November of 2015. The Florida-Alabama TPO is currently in attainment for air quality ozone.
A-16	Does the plan cover a 20-year forecast period? [23 U.S.C. 134 (i)(2)(A)(ii)] [49 U.S.C. 5303(i)(2)(A)(ii)]	✓		This plan's horizon is 2040

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-17	Does the plan include a description of performance measures and performance targets used in assessing the performance of the transportation system? [23 U.S.C. 134 (i)(2)(B)] [49 U.S.C. 5303(i)(2)(B)]		✓	Per the recent passage of MAP-21, USDOT will establish performance measures in consultation with State DOTs, MPOs and other stakeholders within 18 months of MAP-21's enactment. Once performance measures are identified, the States will have up to one year to set state level targets. Once state level targets have been set, MPOs will have up to six-month to set local level targets that support the state targets. The process and schedule for performance measure implementation and LRTP documentation is expected to evolve over the next two years.
A-18	Does the plan include a system performance report evaluating the condition and performance of the transportation system with respect to established performance targets? [23 U.S.C. 134 (i)(2)(C)] [49 U.S.C. 5303(i)(2)(C)]	✓		As part of the plan update the regional Congestion Management Process Plan (CMPP) was updated. This document provides an historical, present day, and future picture of the condition of the transportation facilities. They are evaluated on their established level of service standards.
A-19	Was the financial plan developed in coordination with the State and applicable public transportation providers? [23 U.S.C. 134 (i)(2)(E)(iii)] [49 U.S.C. 5303(i)(2)(E)(iii)]	✓		The local and FDOT public transportation representatives were involved in the entire LRTP process including the development of the cost feasible plan.
A-20	For ozone or carbon monoxide nonattainment areas, was the plan developed in coordination with State Implementation Plan, as it relates to transportation control measures? [23 U.S.C. 134 (i)(3)] [49 U.S.C. 5303(i)(3)]		✓	Not applicable

	Required in the U.S. Code	Included		Comments
		Yes	No	
A-21	Was the plan established in coordination with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? [23 U.S.C. 134 (i)(5)] [49 U.S.C. 5303(i)(5)]	✓		By being members of the Transportation Information Network local and state agencies were involved in all aspects of the development of the plan by receiving notices of public workshops and associated information. In addition the ETDM process afforded a planning level review of all the projects included in the cost feasible plan.
A-22	Was the plan established in accordance with a public participation plan that provides the public, citizens, and transportation stakeholders a reasonable opportunity to comment? [23 U.S.C. 134 (i)(6)] [49 U.S.C. 5303(i)(6)]	✓		A LRTP specific public participation plan was developed to complement the TPO's overall public participation plan. Please see the public involvement section of this report for additional documentation. The public participation plan is available on line as well.
A-23	Was the plan published for public review including (to the maximum extent practicable) in electronically accessible formats and means? [23 U.S.C. 134 (i)(7)] [49 U.S.C. 5303(i)(7)]	✓		Both the Needs and Cost Feasible Plans were published on line and specific public workshops were held for each prior to adoption. The draft report was sent to local libraries, steering committee members, Port of Pensacola, Pensacola International Airport and ECAT for review and comment.
B-1	Does the plan cover a 20 year horizon from the date of adoption? [23 C.F.R. 450.322(a)]	✓		This plan's horizon is 2040.
B-2	Does the plan include both long-range and short-range strategies/actions? [23 C.F.R. 450.322(b)]	✓		The plan included projects and mobility programs that span the entire period.
B-3	Was the plan created using the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? [23 C.F.R. 450.322(e)]	✓		The growth forecasts were developed by the local planning partners and the assumptions were based on the latest information available. In addition, the planning assumptions are listed in the introduction section of the final report.

	Required in the U.S. Code	Included		Comments
		Yes	No	
B-4	Does the plan identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? [23 C.F.R. 450.322(f)(1)]	✓		The Northwest Florida Regional Planning Model was used to forecast demand over the study period.
B-5	Does the plan describe proposed improvements in sufficient detail to develop cost estimates? [23 C.F.R. 450.322(f)(6)]	✓		FDOT and ALDOT have developed per mile costs for planning level exercises. Based on the forecasted demand, the plan does have sufficient detail to provide planning level costs for all projects included.
B-6	Does the plan identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g)? [23 C.F.R. 450.322(f)(8)]	✓		The plan references the bicycle and pedestrian master plan that includes a significant number of bike and ped projects. In addition, each roadway projects assumes FDOT will adhere to its newly adopted Complete Street policy which includes sidewalk and bicycle facilities. Bicycle and pedestrian projects in Alabama are included in the Cost Feasible Plan since capacity funds are very limited for the TPO area in Alabama. Please see appendix E for the statewide bicycle and pedestrian facilities in Alabama. This has been included in the LRTP based on a August 20, 2014 email from ALDOT.
B-7	Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? [23 C.F.R. 450.322(f)(10)(i)]	✓		FDOT provides the revenue estimates and the project costs were forecasted as part of the Needs Plan development.
B-8	Were the plan's revenues and project costs reflected in year of expenditure dollars? [23 C.F.R. 450.322(f)(10)(iv)]	✓		See Appendix G

	Required in the U.S. Code	Included		Comments
		Yes	No	
B-9	Was the plan developed in consultation with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? [23 C.F.R. 450.322(g)]	✓		By being members of the Transportation Information Network Local local and state agencies were involved in all aspects of the development of the plan by receiving notices of public workshops and associated information. . In addition the ETDM process afforded a planning level review of all the projects included in the cost feasible plan.
B-10	Where appropriate, was the plan compared to State conservation plans and maps, or inventories of natural resources? [23 C.F.R. 450.322(g)(1) and (2)]	✓		The future growth allocation process took into account sensitive lands and did not allocate growth into areas that could not and would not sustain future growth.
B-11	Does the plan include a safety element consistent with the State's Strategic Highway Safety Plan, and (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security? [23 C.F.R. 450.322(h)]	✓		Please see the section on safety for additional documentation.
B-12	Was the public given a reasonable opportunity to comment on the plan, and did the MPO use their public participation plan developed under 23 C.F.R. 450.316(a)? [23 C.F.R. 450.322(i)]	✓		Please see the public involvement section of this report for additional documentation.
B-13	Did the plan include the use of visualization techniques? [23 C.F.R. 450.316(a)(1)(iii)]	✓		Maps depicting projects, congestion and other information was used at all workshops and meetings as well as posted on the project's web site.
B-14	Was technical information related to the plan made available to the public in electronic formats such as the World Wide Web? [23 C.F.R. 450.316(a)(1)(iv)]	✓		Information was shared at public workshops and meetings as well as posted to the project's web site.

	Required in the U.S. Code	Included		Comments
		Yes	No	
B-15	Does the plan demonstrate explicit consideration of and response to public input? [23 C.F.R. 450.316(a)(1)(vi)]	✓		All comments and questions were addressed and responded to during the course of the plan update.
B-16	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? [23 C.F.R 450.316(a)(1)(vii)]	✓		During the plan update public meetings seeking out the underserved were held. These included to groups noted.
C-1	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions including SIS and TRIP facilities? [Section 339.175, F.S.]	✓		The goal and objectives and corresponding evaluation criteria did take into account each facilities purpose.
C-2	Was the plan developed using a congestion management system? [Subsection 339.175(6)(c)(1) F.S.]	✓		The TPO's Congestion management Process Plan (CMPP) was updated as part of the update.
C-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies in the approved local government comprehensive plans? [Subsection 339.175(7), F.S.]	✓		Local goals and objectives were considered as part of the plan update. Local government planners participated in the plan update throughout the process.

	Required in the U.S. Code	Included		Comments
		Yes	No	
C-4	Will the plan provide projects and strategies to: support economic vitality, enhance the integration and connectivity of the system for people and freight, and increase accessibility and mobility? Does the plan ensure preservation of the existing system with requirements for resurfacing, restoration, rehabilitation, and maintenance? [Subsection 339.175(6), (7), F.S.]	✓		Specific goals and objectives were developed to address these issues. Projects and programs included in the plan seek to support economic vitality as well as preserve the system thereby keeping goods and services flowing into and out of the region.
C-5	If the plan includes a project located within the boundary of more than one MPO, did the MPO coordinate on this project with the other MPO? [Subsection 339.175(7)(a), F.S.]	✓		US98 (SR30) in Santa Rosa County is also part of the Okaloosa-Walton TPO study area. Appropriate coordination was held and the project is consistent with that TPO's LRTP.
C-6	Does the plan consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? [Subsection 339.175(1)]	✓		There are specific goals and objectives that are included in the plan. Please see the Goals and Objectives portion of the report for additional documentation.
C-7	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority MPO board members present? [Subsection 339.175(13)	✓		The plan was adopted unanimously by a roll call vote at a regularly scheduled TPO meeting.
D-1	Does the plan include a cost estimate of needs in base year dollars? (including all costs and reported by mode)	✓		Please see the section of this report that includes the Needs Plan.

	Required in the U.S. Code	Included		Comments
		Yes	No	
D-2	Does the plan include only transportation projects that are necessary to meet identified future transportation demand or advances the goals, objectives and policies of the MPO, the region and the state?	✓		Only projects deemed necessary to meet future needs are included in the plan. There are several projects that were identifies as "illustrative" that were noted as being needed beyond the plan's horizon.
D-3	Does the plan exclude projects that are extremely unlikely to be implemented and therefore unnecessarily inflate the estimated transportation needs in the metropolitan area?	✓		Only projects deemed necessary to meet future needs are included in the plan. There are several projects that were identifies as "illustrative" that were noted as being needed beyond the plan's horizon.
D-4	Does the plan include a cost estimate of unfunded projects in base year dollars?	✓		Please see Appendix F
D-5	Does the Cost Feasible plan include reasonably available revenues reported in year of expenditure dollars?	✓		Please see Appendix G
D-6	Does the Cost Feasible plan include an estimate of the cost of all projects and all phases, regardless of mode?	✓		Please see Appendix G
D-7	Does the Cost Feasible plan include costs of operating and maintaining the existing and future transportation system?	✓		System preservation is the top priority of the plan and of the TPO. FDOT leads the efforts to preserve the existing system and as such the revenue forecasts provided to the TPO do not include O&M. This revenue was taken of the top. ALDOT also provided O&M revenue estimates.
D-8	Does the plan include full financial information for all years covered by the LRTP, including information from the TIP?	✓		Please see Appendix F and Appendix G

	Required in the U.S. Code	Included		Comments
		Yes	No	
D-9	Does the Cost Feasible plan provide estimates the using a State Fiscal Year 2013/2014 base year and FY2039/2040 as the horizon year, with estimates in 5-year periods between the FY 2013/2014 base year and FY2029/2030 and a 10-year period from 2031 to 2040? (applies for financial reporting only)	✓		Please see Appendix G
D-10	Does the plan provide project cost estimates in Present Day Cost (PDC) dollars and inflate them to year of expenditure using FDOT approved factors and mid-point estimates for the 5 and 10 year periods? If alternative inflation factors are used, is an explanation of assumptions provided?	✓		The Needs Plan costs are presented in present day (2015) costs and the cost feasible plan is presented in year of expenditure costs.
D-11	Does the plan incorporate 2040 SIS Cost Feasible Plan estimates provided by FDOT?	✓		The adopted SIS plan was used to identify SIS projects for the plan.
E-1	When developing the plan, were the requirements for inclusion of projects in the TIP considered?	✓		The TIP capacity projects have been included in the first phase of the Cost Feasible Plan. ALDOT does not have any capacity projects scheduled within the TIP period.

	Required in the U.S. Code	Included		Comments
		Yes	No	
E-2	Projects in the LRTP: Does the plan include: • Projected transportation demand, • Existing and proposed facilities that function as an integrated system, • Operational and management strategies, • Results of the Congestion Management Plan, • Strategies to preserve existing and projected future transportation infrastructure, • Pedestrian and bicycle facilities, and • Transportation and transit enhancement activities? If a project meets the definition of Regionally Significant, is it included in the Cost Feasible Plan?	✓		Projects within the plan do meet each of the bulleted points. A project was not advanced to the Cost Feasible Plan simply because it was determined to be of regional significance. This was but one of many factors considered.
E-3	Grouped Projects: If projects have been grouped in the LRTP, are the groups specific enough to determine consistency between the LRTP and TIP?	✓		The program groups included in the LRTP are specific enough that projects included in the TIP can be linked to the program groups in the LRTP.

	Required in the U.S. Code	Included		Comments
		Yes	No	
E-4	Operations and Maintenance: Does the plan provide system level O&M costs for each of the five-year periods or as a total? Is the general source of O&M funding identified?	✓		Please see Appendix A for additional documentation. ALDOT also provided O&M revenue estimates which are included in the Financial Resources section of this report.
E-5	Total Project Costs: Are all phases of capacity expansion and regionally significant projects described in sufficient detail to estimate costs, including total project cost? Are costs of work and phases beyond the horizon year estimated using Year of Expenditure methodologies and estimated completion date described?	✓		Please see the Needs Plan technical report and Appendix F of this report for additional documentation.
E-6	Cost Feasible Plan: Does the plan demonstrate revenues to support the costs associated with project work/phase?	✓		Each phase's funding is identified. Please see Appendix G.
E-7	New Revenue Sources: If a new revenue source is assumed, does the plan clearly explain the source, why it is considered reasonably available, when it will be available, what actions are needed to make it available, and what happens if the revenue source is not available?		✓	There are no new revenue sources assumed as part of this plan update
E-8	Federal Revenue Sources: Does the plan flag/note projects in the first ten years that are planned to be implemented with federal funds?	✓		Unless noted that a project is being funded with local funds in Escambia County, all projects included in the Cost Feasible Plan are assumed to be funded with some level of federal funds. FDOT will determine the exact funding mix at the time the project is entered into the FDOT Five Year Work Program for implementation.

	Required in the U.S. Code	Included		Comments
		Yes	No	
E-9	Full Timespan of the LRTP: As a planning document, does the LRTP show all projects and project funding for the entire period covered by the LRTP?	✓		Please see the sections documenting the needs plan, the cost feasible plan and Appendix F.
E-10	Environmental Mitigation: Does the plan include a discussion (system wide level) of potential environmental mitigation activities and opportunities that individual projects might later take advantage of?	✓		Please see the section discussing environmental mitigation for additional documentation.
E-11	Linking Planning and NEPA: Prior to FHWA approval of an environmental document, the project must be consistent with the LRTP, TIP and STIP.			So noted.
E-12	LRTP Documentation/Final Board Approval: Is a substantial amount of the LRTP analysis and documentation completed at the time of MPO board adoption? All final documentation is to be available for distribution no later than 90 days after adoption.	✓		The TPO adopted the various elements of the LRTP over the course of the LRTP. Additionally, at each meeting the TPO was provided an update of activities related to the LRTP. All final technical reports were approved by the TPO Board and were made available by the 90 day requirement. Comments of the final report were due within three weeks of initial publication as agreed to by the FDOT urban liaison.
	Emerging Issues			
	Depending on when MAP-21 regulations are released, new requirements may need to be addressed within a short time. Areas affected: • Safety and Transit Asset Management • Performance Measurement			See Goals and Objectives for additional documentation.

	Required in the U.S. Code	Included		Comments
		Yes	No	
	Freight: While freight is an existing planning factor, special emphasis should be given as it is anticipated to play a more prominent role.			See Goals and Objectives for additional documentation.
	Sustainable Transportation and Context Sensitive Solutions: MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors			See Goals and Objectives for additional documentation.
	Proactive Improvements			
	Linking Planning and NEPA: For regionally significant projects, MPOs are encourage to consider including a purpose and need statement for the project in the LRTP.			The purpose and needs statements are identified in the Needs Plan technical report which is available on the project website.
	Climate Change: MPOs may wish to give consideration to climate change and strategies to minimize impacts. Exploring and discussing the effects of climate change on transportation, as well as environmental resources and fuel alternatives is encouraged.			See Goals and Objectives for additional documentation.
	Scenario Planning: MPOs may elect to develop multiple scenarios in the development of the LRTP. Recommendations for consideration are potential investment strategies, distribution of population and employment, costs and revenues for each scenario.			See Goals and Objectives for additional documentation.

Appendix C – 2040 LRTP Newsletters

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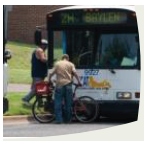

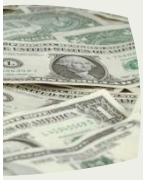

O ISSUE 1 | O VOLUME 1 | O April 2014

Vision 2040

Florida-Alabama TPO

Transportation Planning Organization

PROVIDING A MULTI-MODAL TRANSPORTATION SYSTEM THAT IMPROVES QUALITY OF LIFE AND INCREASES THE REGION'S ECONOMIC COMPETIVENESS, WHILE MAINTAINING THE NATURAL CHARACTER OF THE AREA.

How do you envision traveling in the year 2040? Will your commute be longer, more frustrating, more expensive? Or will you have choices about how you live, work and travel?

How Will You Travel in the Year 2040?

You may not think about these transportation issues every day, but we do. The Florida-Alabama Transportation Planning Organization (TPO) is the regional agency that plans for future transportations needs, seeks and coordinates funding, and mobilizes resources through outreach and consensus building. The TPO has direct authority over transportation decisions in the Florida-Alabama urbanized area. It is mandated by federal and state legislation and is responsible for establishing a continuing, cooperative and comprehensive transportation planning process.

One of the TPO's most important roles is the development of the Long Range Transportation Plan (LRTP) for the region. By law, the plan must be updated every five years, have a 20- to 25-year time horizon and address road, transit, freight, bike and pedestrian needs. In practice, this plan serves as the blueprint for our region's transportation future.

HELP SHAPE THE FUTURE

Please join us in creating the 2040 Long Range Transportation Plan by attending one of our upcoming public workshops. At the first public workshop you can help establish the goals or guiding principles of the plan. This is a critical step in the development of the 2040 Plan and will help ensure the projects contained in the plan will meet the future transportation needs of the region.

Creating a Blueprint for the Future

A typical long-range transportation planning process involves projecting future growth patterns and transportation needs based on historical trends and the most recent data available.

Over the next year we will study our past, envision our future, project our transportation needs, and identify how to fund them.

The 2040 Long Range Transportation Plan (LRTP) is a list of transportation projects encompassing roadway, transit, bicycle and pedestrian improvements that are needed and can be funded up through the year 2040. It is a blueprint for maintaining and enhancing our regional transportation system.

Developing this LRTP will be a collaborative effort between the public, local and regional government agencies and the state. Over the course of the study, together, we will examine the future transportation needs of the region and determine how best to address them and how to prioritize the limited transportation dollars available.

The LRTP is actually made up of two plans; the Needs Plan and the Cost Feasible Plan. The Needs Plan, as its name implies, is a plan that identifies all of the transportation projects needed to meet the demands of today and tomorrow. This plan is commonly referred to as the region's "wish list" of transportation projects. The existing plan identified over 90 needed transportation projects with a total cost exceeding $7 billion.

2035 LRTP
The Previous Plan

The 2035 Plan was adopted in November 2010 and assumed the region would grow by an additional 113,000 people and 40,000 jobs by 2035. Much of this growth was anticipated to occur in the central and western portions of the study area. The new 2040 Plan must be adopted by December 2015 and you are an integral part of the process.

HOW CAN YOU GET INVOLVED?

There will be a series of three public workshops and two public hearings during the 2040 Long Range Transportation Plan update process. As dates for these meeting are scheduled, information will be available on the project website and in local newspapers. Notices will also be sent to our email list. **The first public workshop series will be held in May**:

Monday, May 12, 2014 from 5:30 p.m. to 6:30 p.m.
Orange Beach, AL Adult Activity Center

Tuesday, May 13, 2014 from 5:30 p.m. to 6:30 p.m.
Santa Rosa County Media Room, 6051 Old Bagdad Highway, Milton

Wednesday, May 14, 2014 from 11:30 a.m. to 1:00 p.m.
Tyron Brach Library, 1200 Langley Drive, Pensacola

For additional information or to request a meeting with your group or organization; please contact:

Gary Kramer, Senior Transportation Planner
Florida-Alabama Transportation Planning Organization
4081 E. Olive Road Suite A
Pensacola, FL 32514
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West Florida Regional Planning Council
Staff to TPO

Florida-Alabama TPO
Transportation Planning Organization

ISSUE 2 | VOLUME 2 | March 2015

Vision2040

Florida-Alabama TPO
Transportation Planning Organization

WHAT DOES TRAVEL IN 2040 LOOK LIKE?

How will you get from home to work in 2040? Will you drive alone in your car, ride a bus, or ride a bike? Maybe you will use an app on your smart phone to summon a driverless car to pick you up. The region's population is expected to grow to over 560,000 residents by 2040 living in almost 280,000 homes working at over 285,000 jobs. The demand on our transportation system will increase congestion and delay. To meet this demand the Florida-Alabama Transportation Planning Organization (FL-AL TPO) is developing a multi-modal (car, truck, bike, boat, rail, and airplane) transportation plan that provides options for navigating from point A to point B in 2040.

Want to provide some ideas? Take our online transportation survey at www.2040lrtp.com.

VISION 2040: GOALS DEFINED

The FL-AL TPO is updating the Long Range Transportation Plan (LRTP). The purpose of the Vision 2040 LRTP is to provide a safe, efficient, and comprehensive transportation system. The transportation system includes all modes (multi-modal) of transportation for the movement of people and goods. The LRTP addresses mobility needs for the next 25 years in Escambia and Santa Rosa counties in Florida and a portion of Baldwin County in Alabama. The Vision 2040 LRTP will become a blueprint for the region's transportation system.

Defining goals is the cornerstone of the LRTP. The remaining components of the plan are measured against the goals. Guiding the goals is the vision statement. **The vision statement for the Vision 2040 LRTP is to develop a multi-modal transportation system that improves quality of life, increases the region's economic competiveness, and protects the environment.**

Below are the seven goals that will guide the Vision 2040 LRTP:

Goal 1: A transportation system that is safe and secure.

Goal 2: A transportation system that meets user needs.

Goal 3: A transportation system that is maintained and operated efficiently.

Goal 4: A transportation system that is multimodal, integrated, and connected.

Goal 5: A transportation system that supports economic vitality.

Goal 6: A transportation system that supports a high quality of life cognizant of the environment, public health, and vulnerable users.

Goal 7: A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes.

The goals are prioritized and were approved by the FL-AL TPO on September 10, 2014 and modified on January 31, 2015.

VISION 2040: NEEDS PLAN DEVELOPMENT

To provide some background, the FL-AL TPO began this LRTP process in April 2014. This process will take about a year and a half to complete. Now that the goals have been established, the next step is to develop the "Needs Plan." The Vision 2040 LRTP will include a list of needed transportation projects and strategies that are not limited by funding availability. The list includes improvements needed through the year 2040 to accommodate future growth. The Needs Plan will develop a map with all the transportation needs for the FL-AL TPO region. The map will indicate where new and improved roads are needed, where bus transit and rail need to be provided, and where the bicycle and pedestrian traffic (sidewalks, pathways) should be provided. Projects chosen for funding must be included in the Needs Plan. The Needs Plan does not mean that there is money to build it; rather, it indicates what is needed by the year 2040.

The Vision 2040 LRTP will be developed through a collaborative process that involves multi-modal stakeholders including cities, counties, transit agencies, stakeholder advocates, private companies, and the traveling public. There are public workshops scheduled to seek your input.

Join fellow citizens, business and community leaders in discussing transportation needs, priorities, and funding options.

MARCH PUBLIC WORKSHOP SERIES

Your continuous, meaningful participation in the planning process is essential to develop the Needs Plan and, ultimately, to realize the future you envision for the area's transportation system. Public input is critical for the sustainable growth of the region. Join fellow citizens to discuss transportation needs and priorities at one of the following public workshops:

1. Monday, March 23, 2015 4:30 p.m.
Lillian Community Center, 34148 Widell Avenue, Lillian, AL

2. Tuesday, March 24, 2015 5:30 p.m.
West Florida Public Library Main Library, 239 North Spring Street, Pensacola, FL

3. Wednesday, March 25, 2015 11:30 a.m.
Tiger Point Community Center, 1370 Tiger Park Lane, Gulf Breeze, FL

We value your opinion and involvement. Please come share your ideas.

West Florida Regional Planning Council
Staff to TPO

YEAR 2040 TRANSPORTATION NETWORK DEFICIENCY ANALYSIS

Prior to identifying potential needs for the year 2040, a multi-modal deficiency analysis is conducted to identify future congested corridors. This is accomplished by obtaining population and employment projections from Escambia, Santa Rosa, and Baldwin counties as well as the municipalities located within each county. This data is included in the 2040 travel demand model. In addition, transportation projects funded to be constructed within the next five years are coded into the model, creating an Existing + Committed Transportation Network.

Future mobility deficiencies were identified through an evaluation of anticipated levels of congestion using the 2040 travel demand model and input from local agencies. Congestion is assessed on an average daily basis through volume-to-capacity (v/c) ratios. A v/c of 1.0 or above generally indicates a congested condition where projected volume exceeds available capacity. For this study, .09 to 1.1 v/c were flagged as borderline congested, roads with v/c 1.1 to 1.3 are considered congested, while roads greater than 1.3 indicate a severe level of congestion.

The 2040 deficiency analysis yielded a number of corridors expected to experience some congestion if no additional modifications are made through the year 2040. Minimizing congestion on these corridors, through multi-modal modification projects, is the focus of the needs assessment now being conducted.

WHERE DO WE GO FROM HERE?

A typical LRTP planning process involves projecting future growth patterns and transportation needs based on historical trends and the most recent data available. Understanding our region's past, envisioning our future, projecting our transportation needs, and identifying how to fund these needs will be studied.

The Vision 2040 LRTP will create a list of transportation projects. The list will include needed road, transit, bicycle, and pedestrian improvements. It will also include how they may be funded through 2040. This will become a direction for maintaining and enhancing the area's transportation system.

After the March public workshop series, the FL-AL TPO will review and approve the Vision 2040 Needs Plan. With your input, the next step will be to identify which transportation components can be built with the limited transportation dollars the TPO has available. This is called the Cost Feasible Plan.

The schedule for plan development and approval follows:

Needs Plan:
Spring/Summer 2015

Cost Feasible Plan:
Fall 2015

Plan Adoption:
Late Fall 2015

FOR MORE INFORMATION

Join the conversation on Facebook at www.facebook.com/wfrpc
Website at http://www.wfrpc.org/programs/fl-al-tpo/long-range-plan
Or contact West FL Regional Planning Council TPO Staff Gary Kramer
gary.kramer@wfrpc.org
(850) 332-7976 x 219, 1-800-226-8914 x 219
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Florida-Alabama TPO
Transportation Planning Organization

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Vision2040

VISION 2040: Development of the LRTP Cost Feasible Plan

THE $265 MILLION DOLLAR QUESTION BEFORE THE COMMUNITY AND THE FL-AL TPO

With the transportation needs for the approaching 25 years identified, the important task of prioritizing needs for possible funding becomes the next step. In other words, in the 18-month process, we need to move into the difficult task of matching the limited funds to the list of needed projects.

We have more than $4 billion in needs but less than $265 million in revenues. The revenue available to develop projects in the Needs Plan found in the Vision 2040 Long Range Transportation Plan (LRTP) comes primarily from federal and state gas tax revenues. These revenues have decreased nationwide leaving fewer dollars available to expand the transportation system.

Citizens review the project boards on display during a public workshop.

With $265 million dollars to meet the growing transportation demands, which category should receive most of the funding? This is the question before the community and the Florida-Alabama Transportation Planning Organization (FL-AL TPO). Each of the four categories (roadways, transit, bicycle and pedestrian, and operational projects) contain many needed improvements. For example, operational enhancements consist of improvements to the traffic signal system including facility and equipment upgrades, congestion management, and related management of traffic and intelligent transportation system investments.

Limited funding is not a criterion for inclusion on the Vision 2040 LRTP list that identifies all needed transportation improvements. The list includes improvements necessary to accommodate growth through the year 2040. During the upcoming August public workshops, funding for transportation projects will be discussed in an “open workshop” format. Public input is essential to the sustainable growth of the region. Vision 2040 LRTP will become a blueprint for the region’s transportation system. Projects chosen for funding must be included in the Cost Feasible Plan. Join fellow citizens in discussing transportation projects for potential inclusion in the Cost Feasible Plan.

Florida-Alabama TPO
Transportation Planning Organization

AUGUST PUBLIC WORKSHOP SERIES

During August the FL-AL TPO has scheduled a series of three workshops in which you will be asked to budget the limited dollars between roadway, transit, bicycle, pedestrian, and operational projects. Be sure to attend a workshop. Your continuous, meaningful participation in the planning process is essential to develop the Cost Feasible Plan and, ultimately, to realize the future you envision for the area's transportation system. Join fellow citizens to discuss transportation projects at one of the following public Cost Feasible Plan workshops:

1. Monday
August 24, 2015
5:00 p.m. to 6:00 p.m.
Perdido Key Community Center
15500 Perdido Key Drive
Perdido Key, FL

2. Tuesday
August 25, 2015
4:30 p.m. to 5:30 p.m.
Gulf Breeze Community Center Room #209
800 Shoreline Drive
Gulf Breeze, FL

3. Thursday
August 27, 2015
4:30 p.m. to 5:30 p.m.
University of West Florida
UWF Commons
Building 22, Room 265
11000 University Parkway
Pensacola, FL

Public input is critical for the sustainable growth of the region.

Vision 2040: Adoption of the LRTP Needs Plan

The FL-AL TPO adopted the Vision 2040 LRTP Needs Plan at their June 2015 meeting. This is a comprehensive list of projects that includes roadway projects and programs that further the area's efforts to improve the Intelligent Transportation System (ITS), public transportation, bicycle and pedestrian needs, and mobility education and safety needs.

These are projects and programs needed in the next 25 years to keep the region's residents, visitors, freight, and services moving in an efficient manner. There are more than 80 projects totaling more than $4 billion (in 2015 dollars). Some of the projects included in the plan include widening on U.S. 90 and U.S. 98 in Santa Rosa County, additional capacity on I-10, and an express bus service to Navarre and Lillian, AL from downtown Pensacola.

A complete list of the 2040 Needs Plan projects can be found on the website.
www.wfrpc.org/programs/fl-al-tpo/long-range-plan

Newsletters

Vision 2040 LRTP newsletters are distributed and posted on the website prior to the public workshops. They contain the latest happenings and information on upcoming workshops. Call or e-mail if you want to receive the newsletter.

Presentations

Would your civic, business or community group like to learn more about the plan update and share your thoughts? We'll come to you. Call or e-mail us to let us know about your group.

The schedule for plan development and approval follows:

Cost Feasible Plan:
Fall 2015

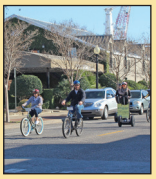
Plan Adoption:
Late Fall 2015

FOR ADDITIONAL INFORMATION

For additional information or to request a meeting with your group or organization; please contact:
Gary Kramer, Senior Transportation Planner
Florida-Alabama Transportation Planning Organization
4081 E. Olive Road, Suite A
Pensacola, FL 32514
Phone: (850) 332-7976 x 219, (800) 226-8914 x 219
Email: gary.kramer@wfrpc.org

Join the conversation on Facebook at www.facebook.com/wfrpc
Website at www.wfrpc.org/programs/fl-al-tpo/long-range-plan

West Florida Regional Planning Council EST '64



○ ISSUE 4 | ○ VOLUME 4 | ○ APRIL 2016

Vision2040

2040 Cost Feasible Plan Adopted by TPO

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) has adopted the 2040 Cost Feasible Plan which identifies funding for projects through the year 2040. Major transportation projects and programs were allocated funds through this plan which total over $344 million. Some of the projects receiving funds include:

- Pine Forest Road – Widening to 4 lanes
- Nine Mile Road – Widening to 4 lanes
- Burgess Road – Widening to 4 lanes
- U.S. 98 in Santa Rosa County – Widening to 6 lanes
- U.S. 29 Connector – new 4-lane road
- Gulf Beach Highway – widening to 4 lanes
- Funding for continued expansion of the regional Intelligent Transportation System (ITS)
- Funding for the development of a regional trail system
- Funding for a program to develop complete street projects

While the FL-AL TPO is pleased to fund these and many other projects, there was not sufficient funds to fund over $2 billion in needed projects. There is much work to be done at the local, state, and federal levels to fund transportation needs. Your FL-AL TPO will continue to identify additional funding for the regions unfunded critical transportation projects.

For more information on the long range transportation plan (LRTP) and to see a full listing of Cost Feasible Plan projects, please visit the FL-AL TPO's website at http://www.wfrpc.org/programs/fl-al-tpo/long-range-plan.

2040 Cost Feasible Plan Contains More Than Just Roadway Projects

The FL-AL TPO adopted a true multi-modal transportation plan with the 2040 LRTP. This plan contains a number of transit, bicycle, pedestrian and other programs that seek to improve the transportation system for all users. Some of the more notable non-roadway projects are listed below:

- Express bus service from the City of Milton to the City of Pensacola as well as to the Navy Federal Credit Union Campus
- A compressed natural gas (CNG) program focused on developing public/private partnerships to construct CNG filling stations within the region
- Development of a regional trails system that will identify on and off road multi-purpose trails throughout the region
- An ITS program that continues to expand the system of coordinated traffic signals and traffic cameras as well as advancing the construction of a Regional Traffic Management Center

In addition to these, several other non-traditional transportation programs are included in the 2040 LRTP. Examples include the following:

- A mobility management program that will include funding for planning studies throughout the area with the goal of identifying short-term, low cost safety and efficiency related projects
- Congestion management program which sets aside funds to implement projects identified through the mobility studies
- A program that provides funding for capital purchases that support the transit system. This may include new buses and shelters
- The FL-AL TPO maintains a bicycle and pedestrian master plan that identifies specific projects. This plan includes a funding program to implement projects
- A complete street program that will develop and implement a variety of projects to incorporate context-appropriate roadway designs that accommodate users of all ages and abilities, including cyclists, pedestrians, motorists, transit, and freight

New Projects Added to the Plan

There are several projects that are being included in the plan for the first time. It typical takes projects anywhere from 10 to 15 years to move through the various phases from planning to construction. For this reason, many projects have been in previous plans. The 2040 LRTP has two noteworthy capacity examples.

First among the new comers is the proposed major intersection project at the west end of the Pensacola Bay Bridge at U.S. 98 and Bayfront Parkway at 17th Avenue.This project began out of the desire of many local citizens to see something of a gateway feature on the Pensacola end for the new Pensacola Bay Bridge. Throughout the development of the Cost Feasible Plan, many participants at the public workshops voiced support for this project and as a result the Florida Department of Transportation has funded a Project Development and Environmental (PD&E) study for this intersection. Additionally, the FL-AL TPO has included funds for the engineering design of the preferred alternative that will be identified at the conclusion of the PD&E process. Partial funding for right-of-way purchase is also included in the 2040 LRTP; however, construction funding is not included at this time. The 2040 LRTP does not include construction funding at this time.

The second project making its debut, is a 4-laning project on Mobile Highway from Godwin Lane to Nine Mile Road in Pensacola. The PD&E and engineering design phases have received funds in the 2040 LRTP but unfortunately there is no funding to purchase right-of-way or to construct the project.

What's Next?

Now that the FL-AL TPO has adopted the 2040 Cost Feasible Plan what happens next? The FL-AL TPO will establish a priority for each of the projects in the 2040 Cost Feasible Plan as its next step. Following prioritizing projects. This effort will begin in the late summer of 2016. There will be several opportunities for the public to share their opinion as the FL-AL TPO establishes priorities.

Once the FL-AL TPO sets the priorities, they will be sent to the Florida Department of Transportation (FDOT). FDOT will use the TPO's priorities to build their Five-Year Work Program. This is the process where state and federal transportation funds are programed to the various phases of transportation projects. This process typically concludes annually in December with the FDOT presenting the draft work program to the FL-AL TPO for review and comment.

Once comments are received and addressed the FDOT tentative work program is sent to the Florida Legislature for adoption. This is done in the spring of each year during the normal legislative session. Once the legislature adopts the work program, funding becomes available to begin implementing projects.

Presentations

Would your civic, business, or community group like to learn more about the LRTP update and share your thoughts?
We'll come to you. Call or e-mail us to let us know about your group.

Survey Says!

As part of the update of the 2040 LRTP a non-scientific survey was taken. This was available at the various public meetings and on the project's website throughout the plan update. A wide variety of questions were asked and below is a summary of responses given. When asked how important transportation issues are to you and your family 72% of respondents said transportation issues are very important to them. 20% said they were somewhat important and 8% said they were not very or not important at all.

We asked people if they felt there were sufficient transportation choices available to the community. 65% of respondents said there were not enough transportation choices. 29% felt like there were enough choices available to members of the community.

Participants were asked how important they felt it was to the community to have public transportation or transit as a choice. 72% of respondents indicated it was very important to have transit choices available to the community. 20% indicated it was somewhat important while 8% indicated it was not important or they had no opinion.

We asked people besides driving or riding in a motorized vehicle, how would you prefer to travel? 57% of respondents said they would use sidewalks or other pedestrian facilities to travel. 29% would use bike lanes another 30% multi-use trails. 21% indicated they would like to use light/commuter rail to travel and 17% said they would like to use a water taxi.

For Additional Information

For additional information or to request a meeting with your group or organization; please contact:

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Pensacola, FL 32514
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www.wfrpc.org/programs/fl-al-tpo/long-range-plan

Appendix D - Alabama Functional Classification Maps

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Pensacola FL-AL Urban Area 2010

Legend

2010 HFC FHWA	Proposed 2010 HFC FHWA
1 - Interstate	1 - Interstate
2 - Freeway\Expressway	2 - Freeway\Expressway
3 - Principal Arterial	3 - Principal Arterial
4 - Minor Arterial	4 - Minor Arterial
5 - Major Collector	5 - Major Collector
6 - Minor Collector	6 - Minor Collector
7 - Local	

- 2010 Adjusted Urban Boundary
- 2010 Adjusted Study Boundary
- City Limits
- Urban Small
- Bays-Lakes-Rivers
- Streams

- Interstate Route Shield
- US Route Shield
- State Route Shield
- County Route Shield

CERTIFICATION

The Highway Functional Classification and Federal Aid Urban Area Boundary depicted hereon are based on the data From the cooperative, comprehensive and continuing transportation planning process and have been presented to appropriate local officials for their approval.

Chairperson□□□ — Date
Metropolitan Planning Organization

Director□□□□ — Date
Alabama Department of Transportation

Division Administrator□□□ — Date
Federal Highway Administration

Approved: 7/30/2013

REVISIONS

Description	Date	FHWA	Comments

Lillian

Inset not to Scale

County Location

0 0.75 1.5 3 4.5 6
Miles

Appendix E -Alabama Bicycle and Pedestrian Facility Maps

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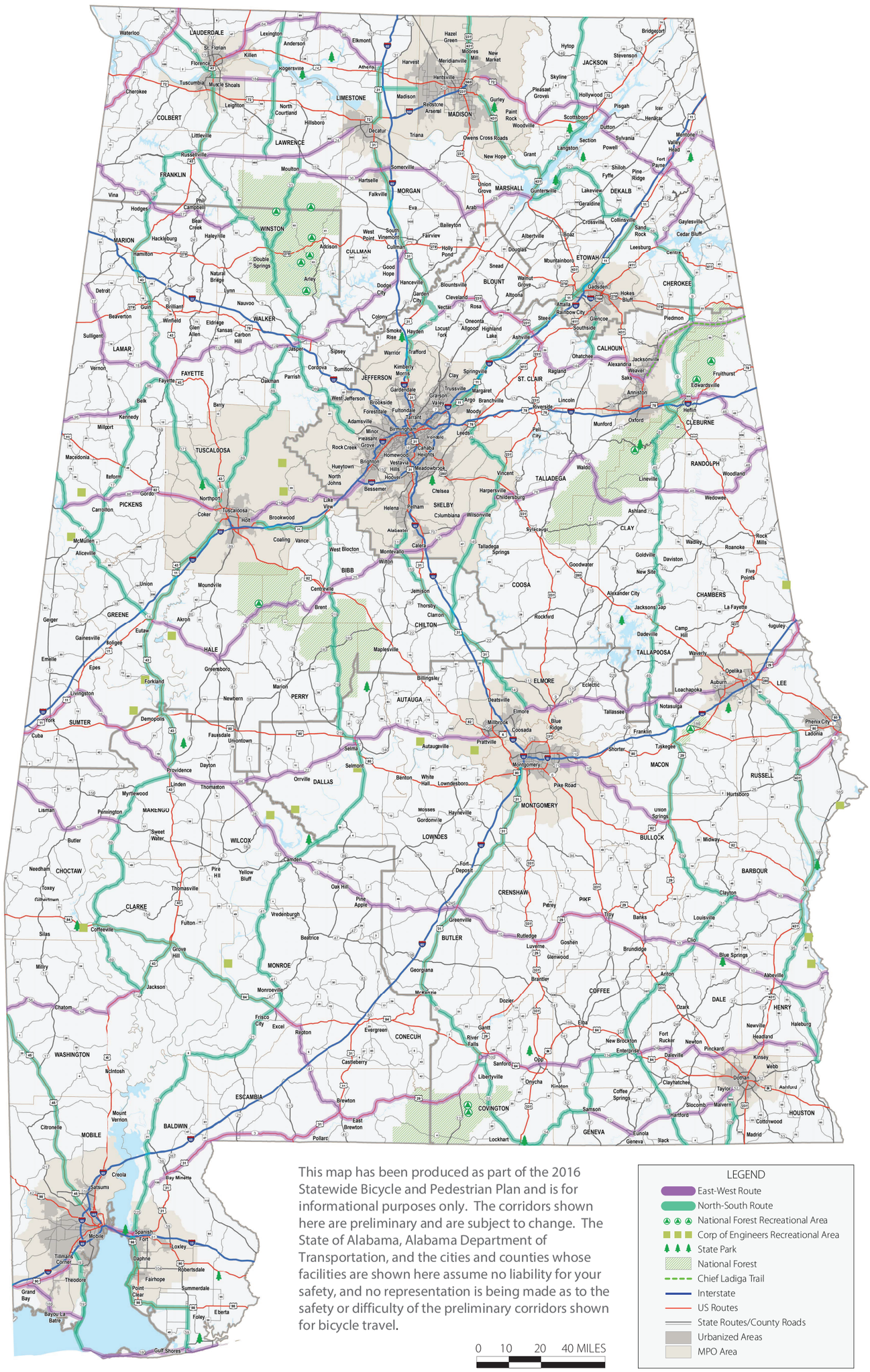

This map has been produced as part of the 2016 Statewide Bicycle and Pedestrian Plan and is for informational purposes only. The corridors shown here are preliminary and are subject to change. The State of Alabama, Alabama Department of Transportation, and the cities and counties whose facilities are shown here assume no liability for your safety, and no representation is being made as to the safety or difficulty of the preliminary corridors shown for bicycle travel.

0 10 20 40 MILES

LEGEND

- East-West Route
- North-South Route
- National Forest Recreational Area
- Corp of Engineers Recreational Area
- State Park
- National Forest
- Chief Ladiga Trail
- Interstate
- US Routes
- State Routes/County Roads
- Urbanized Areas
- MPO Area

ALABAMA

Potential Bicycle Corridors

DRAFT

Appendix F – 2040 Needs Plan Project Costs

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Florida Alabama TPO 2040 LRTP - Needs Plan Projects

Roadway Capacity Projects															
Map ID	Corridor	From	To	County	Project Description	2035 Need Plan	2025 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
1	Main Street	Barrancas Avenue	Clubbs Street	Escambia	Enhanced 2 Lane Facility	Yes	No	0.80	NA	1,652,424	NR	247,864	NR	247,864	2,148,151
2	Bayfront Parkway	Tarragona Street	Chase Street	Escambia	Improve to 2 Lane Facility	Yes	No	1.00	1,994,493	1,994,493	199,449	299,174	199,449	299,174	2,991,740
3	Bell Lane	Sterling Way	US90	Santa Rosa	Provide 4 Lanes of Capacity	Yes	No	1.90	3,235,454	6,147,363	Complete	Complete	Complete	922,104	7,069,467
4	Santa Villa Drive Extension	US 90	Willard Norris Road	Santa Rosa	Provide 4 Lanes of New Capacity	Yes	Yes	4.80	5,809,816	27,887,117	1,394,356	4,183,068	20,915,338	4,183,068	58,562,945
5	Burgess Road (SR 742)	US 29 (SR 95)	Old Palafox Highway	Escambia	Realign/Provide 4 Lanes of Capacity	Yes	Yes	0.50	5,168,190	2,584,095	Complete	Underway	500,000	387,614	3,471,709
6	Burgess Road (SR 742)	Old Palafox Highway	Hillburn Road	Escambia	Realign/Provide 4 Lanes of Capacity	Yes	Yes	1.40	5,168,190	7,235,466	Complete	Scheduled	500,000	1,085,320	8,820,786
7	College Parkway Extension	Brent Lane (SR 296)	Trinity Drive	Escambia	New 2 Lane Facility	Yes	No	0.53	3,140,734	1,664,589	249,688	249,688	1,664,589	249,688	4,078,243
8	East Spencer Field Road	US 90 (SR 10)	South Spencer Field Road	Santa Rosa	Provide 4 Lanes of New Capacity	Yes	No	0.96	4,537,318	4,355,825	653,374	653,374	1,088,956	653,374	7,404,903
9	I-10	Alabama State Line	Beulah Road Overpass	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	1.60	4,312,523	6,900,037	345,002	1,035,006	6,900,037	1,035,006	16,215,086
10	I-10	Beulah Road Overpass	Pine Forest Road (SR297)	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	5.35	10,012,436	53,566,533	2,678,327	8,034,980	53,566,533	8,034,980	125,881,352
11	I-10	Pine Forest Road (SR297)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	3.20	10,012,436	32,039,795	1,601,990	4,805,969	32,039,795	4,805,969	75,293,519
12	I-10	West of US29 (SR 95)	West of Davis Highway (SR 291)	Escambia	Provide 8 Lanes of Capacity	Yes	Yes	1.60	4,951,405	7,922,248	Complete	1,188,337	7,922,248	1,188,337	18,221,170
13	I-10	Avalon Boulevard (SR 281)	SR87 South	Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	4.20	10,012,436	42,052,231	2,102,612	6,307,835	31,539,173	6,307,835	88,309,686
14	I-10	SR 87 South	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	16.50	4,787,448	78,992,892	3,949,645	11,848,934	78,992,892	11,848,934	185,633,296
15	I-10 @ Beulah Road			Escambia	New Interchange	Yes	No	NA	17,064,616	17,064,616	Underway	2,559,692	17,064,616	2,559,692	39,248,617
16	I-10 @ US29			Escambia	Major Interchange Modification	Yes	Yes	NA	17,064,616	17,064,616	Complete	Underway	17,064,616	2,559,692	36,688,924
17	I-10 @ Ninth Avenue			Escambia	New Interchange	Yes	Yes	NA	17,064,616	17,064,616	1,706,462	3,412,923	25,596,924	2,559,692	50,340,617
18	Navarre Beach Causeway	US 98 (SR 30)	Gulf Boulevard (SR 399)	Santa Rosa	Improved 2 Lane Facility	Yes	No	1.40	2,549,139	3,568,795	356,879	713,759	1,784,397	535,319	6,959,149
19	Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Santa Rosa	Provide 2 Lanes of New Capacity	Yes	Yes	7.50	3,140,734	23,555,505	Scheduled	2,355,551	11,777,753	3,533,326	41,222,134
20	Nine Mile Road (US 90A)	Mobile Highway (US90) SR10A	Beulah Road	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	1.70	4,537,318	7,713,441	Complete	Scheduled	3,856,720	1,157,016	12,727,177
21	Nine Mile Road (US 90A)	US 29 (SR 95)	University Parkway	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	3.30	4,147,480	13,686,684	821,201	1,368,668	10,265,013	2,053,003	28,194,569
22	Nine Mile Road (US 90A)	University Parkway	Davis Highway (SR 291)	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	1.00	4,147,480	4,147,480	248,849	414,748	3,110,610	622,122	8,543,809
23	Nine Mile Road (US 90A)	Davis Highway (SR 291)	Scenic Highway (SR 10A)	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	0.71	4,147,480	2,944,711	294,471	441,707	2,208,533	441,707	6,331,128
24	Ninth Avenue (SR 289)	Bayou Boulevard (SR 296)	Langley Avenue	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	1.40	4,147,480	5,806,472	580,647	1,161,294	5,806,472	870,971	14,225,856
25	Ninth Avenue (SR 289)	Langley Avenue	Olive Road (SR 290)	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	1.80	4,147,480	7,465,464	746,546	1,119,820	7,465,464	1,119,820	17,917,114
26	Ninth Avenue (SR 289)/Langley Ave/Tippen			Escambia	Major Intersection Improvement	Yes	No	0.25	NA	20,000,000	Underway	Underway	6,000,000	NA	26,000,000
27	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	Kemp Road	Escambia	Realign/Provide 4 Lanes of Capacity	Yes	Yes	2.00	5,809,816	15,000,000	Complete	Underway	3,000,000	0	18,000,000
28	Pinestead-Longleaf Connector	Kemp Road	US 29 (SR 95)	Escambia	Realign/Provide 4 Lanes of Capacity	Yes	Yes	0.90	5,809,816	6,013,159	Complete	Underway	2,614,417	0	8,627,576
29	SR 173 (Blue Angel Parkway)	SR 292 (Sorrento Road)	US 98 (SR 30)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	3.20	11,109,438	23,650,000	Complete	Underway	15,000,000	0	38,650,000
30	SR 173 (Blue Angel Parkway)	US 98	Saufley Field Road (SR296)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	4.50	4,537,318	20,417,931	Complete	3,062,690	6,125,379	3,062,690	32,668,690
31	SR 173 (Blue Angel Parkway)	Saufley Field Road (SR296)	Pine Forest Road (SR297)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	2.60	4,537,318	11,797,027	589,851	1,769,554	5,898,513	1,769,554	21,824,500
32	SR 292 (Perdido Key Drive)	Alabama State Line	South end of the ICWW Bridge	Escambia	Provide enhanced capacity through multi-modal improvements	Yes	Yes	6.50	1,994,493	12,964,205	Underway	Scheduled	6,482,102	1,944,631	21,390,937
33	SR 292 (Perdido Key Drive)	South end of the ICWW Bridge	North end of the ICWW Bridge	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	0.10	NA	40,000,000	Underway	Scheduled	20,000,000	6,000,000	66,000,000
34	SR 292 (Sorrento Road)	North end of the ICWW Bridge	Innerarity Point Road/Gulf Beach Highway	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	0.40	4,537,318	1,814,927	Underway	Underway	8,000,000	272,239	10,087,166
25	SR 292 (Sorrento Road)	Innerarity Point Road/Gulf Beach Highway	Blue Angel Parkway (SR173)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	5.10	4,537,318	23,140,322	Underway	Underway	Scheduled	3,471,048	26,611,370
36	SR 292 (Gulf Beach Highway)	Blue Angel Parkway (173)	Fairfield Drive (SR 173)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	1.90	4,537,318	8,620,904	Scheduled	1,724,181	6,465,678	1,293,136	18,103,899
37	SR 292 (Gulf Beach Highway)	Fairfield Drive (SR 173)	Navy Boulevard (SR 295)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	3.30	4,537,318	14,973,149	Scheduled	2,994,630	11,229,862	2,245,972	31,443,614
38	SR 297 (Pine Forest Road)	I-10 (SR 8)	Nine Mile Road (SR 10)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	0.90	3,235,454	2,911,909	Complete	582,382	2,329,527	436,786	6,260,603
39	CR 297 (Pine Forest Road)	Nine Mile Road (SR 10)	Nine One Half Road	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	0.50	3,235,454	1,617,727	161,773	323,545	1,617,727	242,659	3,963,431
40	SR 727 (Fairfield Drive)	US 90 (Mobile Highway)	Lillian Highway (CR 298)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	2.90	3,235,454	9,382,817	938,282	1,876,563	9,382,817	1,407,422	22,987,901
41	SR 727 (Fairfield Drive)	Lillian Highway (CR 298)	US 98 (SR 30)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	1.40	3,235,454	4,529,636	452,964	905,927	4,529,636	679,445	11,097,607
42	SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	Scenic Highway (US 90)	Escambia	Provide 4 Lanes of Capacity	Yes	No	2.30	4,537,318	10,435,831	521,792	1,565,375	5,217,916	1,565,375	19,306,288
43	SR 87 North	CR 87A (Langley St)	TPO Boundary	Santa Rosa	Provide 4 Lanes of Capacity	Yes	Yes	5.70	3,235,454	18,442,088	Complete	Underway	9,221,044	2,766,313	30,429,445
44	SR87 Connector	SR87 South	SR87 North	Santa Rosa	Provide 4 Lanes of New Capacity	Yes	Yes	6.90	4,403,821	102,348,500	Underway	Scheduled	5,626,000	18,061,500	126,036,000
45	Sterling Way	Bell Lane	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity	Yes	No	1.50	4,537,318	6,805,977	340,299	1,020,897	1,701,494	1,020,897	10,889,563
46	US 29	Nine 1/2 Mile Road	CR 95A	Escambia	Provide 6 Lanes of Capacity	Yes	Yes	5.00	3,363,406	16,817,030	840,852	2,522,555	8,408,515	2,522,555	31,111,506
47	US29 Connector	US90 (SR 10)	US29 (SR 95)	Escambia	Provide 4 Lanes of New Capacity	Yes	Yes	8.70	4,403,821	38,313,243	1,915,662	5,746,986	19,156,621	5,746,986	70,879,499
48	US 90	Florida/Alabama Line	US 29 Connector/US90	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	2.40	3,235,454	7,765,090	388,254	1,164,763	3,882,545	1,164,763	14,365,416
49	US 90	Us 90 (Scenic Highway)	East Spencer Field Road	Escambia/Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	6.50	4,147,480	26,958,620	Scheduled	4,043,793	13,479,310	4,043,793	48,525,516
50	US 90	East Spencer Field Road	Avalon Boulevard (SR 281)	Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	3.50	4,147,480	14,516,180	Scheduled	2,177,427	7,258,090	2,177,427	26,129,124

Florida Alabama TPO 2040 LRTP - Needs Plan Projects

Roadway Capacity Projects

Map ID	Corridor	From	To	County	Project Description	2035 Need Plan	2025 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
51	US 90	Avalon Boulevard (SR 281)	SR87 North (Stewart Street)	Sanat Rosa	Provide 6 Lanes of Capacity	Yes	Yes	2.30	4,147,480	9,539,204	Scheduled	1,430,881	4,769,602	1,430,881	17,170,567
52	US 90	Glover Lane/Old Highway 90	SR87 South	Santa Rosa	Realign/Provide 4 Lanes of Capacity	Yes	Yes	4.50	5,809,816	26,144,172	Underway	3,921,626	13,072,086	3,921,626	47,059,510
53	US 90	SR87 South	S.A. Jones Road	Santa Rosa	Provide 4 Lanes of Capacity	Yes	Yes	6.50	4,537,318	29,492,567	1,474,628	4,423,885	14,746,284	4,423,885	54,561,249
54	US 98	Florida/Alabama Line	SR 173 (Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	Yes	Yes	5.50	3,235,454	17,794,997	889,750	2,669,250	8,897,499	2,669,250	32,920,744
55	US 98	SR 399 (end of 6 Lanes)	East end of Naval Live Oaks	Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	3.20	4,147,480	13,271,936	Complete	Underway	Scheduled	1,990,790	15,262,726
56	US 98	Bayshore Drive	Portside Drive (CR 191B)	Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	4.70	4,147,480	19,493,156	Complete	Underway	Scheduled	2,923,973	22,417,129
57	US 98	CR 191 B	Bergren Road	Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	4.50	4,147,480	18,663,660	Scheduled	2,799,549	9,331,830	2,799,549	33,594,588
58	US 98	Bergren Road	Belle Meade Circle	Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	9.20	4,147,480	38,156,816	Scheduled	5,723,522	19,078,408	5,723,522	68,682,269
59	US 98	Belle Meade Circle	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	Yes	Yes	1.30	4,147,480	5,391,724	Scheduled	808,759	2,695,862	808,759	9,705,103
60	Watkins Street Extension	US 90 (SR 10)	Sterling Way	Santa Rosa	Improved/New 2 Lane Facility	Yes	No	2.60	1,870,831	4,864,161	Scheduled	729,624	2,432,080	729,624	8,755,489
61	Woodbine Road	US 90 (SR 10)	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity	Yes	Yes	3.70	3,235,454	11,971,180	598,559	1,795,677	5,985,590	1,795,677	22,146,683
62	Berryhill Road (CR 184 A)	West Spencer Field Road	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity	Yes	Yes	2.00	3,235,454	6,470,908	323,545	970,636	3,235,454	970,636	11,971,180
63	Saufley Field Road	US90 (SR 10A)	Saufley Field Entrance	Escambia	Provide 4 Lanes of Capacity	No	No	2.10	3,235,454	6,794,453	339,723	1,019,168	3,397,227	1,019,168	12,569,739
64	Mobile Highway (US90) SR10A	Nine Mile Road (SR 10)	Godwin Lane	Escambia	Provide 4 Lanes of Capacity	No	No	7.60	4,537,318	34,483,617	1,724,181	5,172,543	17,241,808	5,172,543	63,794,691
65	Beulah Road	Mobile Highway (US90) SR10A	I-10 (New Proposed Interchange)	Escambia	Provide 4 Lanes of Capacity	No	No	3.30	3,235,454	10,676,998	533,850	1,601,550	5,338,499	1,601,550	19,752,447
66	Chemstrand Road (CR749)	Nine Mile Road (SR 10)	Old Chemstrand Road	Escambia	Provide 4 Lanes of Capacity	No	No	4.00	3,235,454	12,941,816	647,091	1,941,272	6,470,908	1,941,272	23,942,360
67	East Bay Boulevard (CR399)	SR87	Edgewood Drive	Santa Rosa	Enhanced 2 Lane Facility	No	No	5.30	150,000	795,000	39,750	119,250	397,500	119,250	1,470,750
68	Edgewood Drive	East Bay Boulevard	US98 (SR30)	Santa Rosa	Enhanced 2 Lane Facility	No	No	2.90	150,000	435,000	21,750	65,250	217,500	65,250	804,750
69	East Burgess Road	Lanier Drive	Plantation Road	Escambia	Enhanced 2 Lane	No	No	1.40	150,000	210,000	10,500	31,500	105,000	31,500	388,500
70	US98 (Gulf Breeze Parkway)	at SR399 Overpass		Santa Rosa	Major Intersection Improvement	No	No	0.25	NA	5,000,000	250,000	750,000	3,750,000	750,000	10,500,000
71	West Navy Boulevard	New Warrington Road	Bayou Chico Bridge	Escambia	Enhanced 4 Lane Facility	No	No	3.00	250,000	750,000	Scheduled	Scheduled	375,000	112,500	1,237,500
72	North Navy Boulevard	New Warrington Road	Bayou Grande Bridge	Escambia	Enhanced 4 Lane Facility	No	No	1.70	250,000	425,000	21,250	63,750	212,500	63,750	786,250
73	Navarre Bridge Realignment			Santa Rosa	Bridge Realignment	No	No	1.00	NA	23,000,000	1,150,000	3,450,000	11,500,000	3,450,000	42,550,000
74	Well Line Road	US 29	CR 97 (Jacks Branch)	Escambia	New 2 Lane Facility	No	No	2.85	3,140,734	8,951,092	447,555	1,342,664	4,475,546	1,342,664	16,559,520
75	Kingsfield Road	CR 97 W	CR 399 (Beulah Road)	Escambia	New 2 Lane Facility	No	No	3.10	3,140,734	9,736,275	486,814	1,460,441	4,868,138	1,460,441	18,012,109
76	Quintette Road	US 29	CR 97	Escambia	New 2 Lane Facility	No	No	2.00	3,140,734	6,281,468	314,073	942,220	3,140,734	942,220	11,620,716
77	Airport Boulevard	at Railroad Corssing		Escambia	Consruct R/R Overpass	No	No	0.50	NA	5,000,000	250,000	750,000	2,500,000	750,000	9,250,000
78	Panhandle Trail	US98 (SR 30)		Sanat Rosa	Enhanced 2 Lane Facility	No	No	5.30	150,000	795,000	39,750	119,250	397,500	119,250	1,470,750
79	17th Avenue	Bayfront Parkway		Escambia	Major Intersection Improvement	No	No	0.25	NA	35,000,000	Scheduled	5,250,000	6,000,000	5,250,000	51,500,000

Florida Illustrative Projects

Project ID	Corridor	From	To	County	Project Description	2035 Need Plan	2025 Need Plan								
-	Outer Beltway Connector	SR87 (Santa Rosa County)	US29 (Escambia County)	Escambia/Santa Rosa	New 4 Lane Limited Access Facility	Yes	Yes	18.10	4,838,275	87,572,778	4,378,639	13,135,917	43,786,389	13,135,917	162,009,638
-	I-10 to I-65 Connector	I-10 (SR 8)	I-65 (Alabama)	Escambia/Santa Rosa	New 4 Lane Facility	Yes	Yes	50.00	4,838,275	241,913,750	12,095,688	36,287,063	120,956,875	36,287,063	447,540,438
-	Commuter Rail - East	Downtown Pensacola	Milton	Escambia/Santa Rosa	Peak Hour Rail Service	Yes	No	19.00	7,000,000	133,000,000	6,650,000	19,950,000	66,500,000	19,950,000	246,050,000
-	Commuter Rail - West	Downtown Pensacola	Cantonment Area	Escambia	Peak Hour Rail Service	Yes	No	19.30	7,000,000	135,100,000	6,755,000	20,265,000	67,550,000	20,265,000	249,935,000
-	Navarre Bypass (NWFTA Project)	SR87 (Santa Rosa County)	Hurlburt Field (Okaloosa County)	Santa Rosa/Okaloosa	New 2 Lane Facility	Yes	No	13.00	18,750,000	243,750,000	24,375,000	36,562,500	243,750,000	36,562,500	585,000,000
-	Regional AMTRAK Service	New Orleans, LA	Jacksonville, FL	Escambia/Santa Rosa/Baldwin	Reestablish service along the Gulf Coast	No	No	NA	NA	NA	NA	NA	NA	NA	NA
	Costs for AMTRAK Service will be determined at a later date when the feasibility studies have concluded														

Other Strategies & Operational Improvements

Project ID	Corridor	From	To	County	Project Description	2035 Need Plan	2025 Need Plan	Segment Length							Total Cost
-	17th Avenue	US98	Cervantes Street	Escambia	Other Operational Improvements	Yes	Yes	0.47	NA	NA	150,000	NA	NA	NA	150,000
-	Compressed Natural Gas (CNG) Filling Stations			Escambia/Santa Rosa	Construct four CNG Filling Stations at various locations @ $300K each	No	No	NA	NA	1,200,000	NA	NA	NA	NA	1,200,000
-	Navy Boulevard	SR292 (New Warrington Road Leg C)	SR292 (Gulf Beach Highway)	Escambia	Corridor Management Strategies	Yes	Yes	1.20	NA	NA	150,000	NA	NA	NA	150,000

Florida Alabama TPO 2040 LRTP - Needs Plan Projects

Transit Projects

Project ID	Corridor	From	To	County	Project Description	2035 Need Plan	2025 Need Plan			Capital Costs for Equipment	Planning Studies	Misc Support/Design	Park & Ride ROW	CEI	Total Cost
	Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Escambia/Santa Rosa	Peak Hour Bus Service	Yes	Partial	24.70	-	6,175,000	308,750	926,250	3,087,500	926,250	11,423,750
	Express Bus - Southeast	Downtown Pensacola	Garcon Point & Navarre via US 98	Escambia/Santa Rosa	Peak Hour Bus Service	Yes	Yes	23.20	-	5,800,000	290,000	870,000	2,900,000	870,000	10,730,000
	Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Escambia	Peak Hour Bus Service	Yes	Partial	13.90	-	3,475,000	173,750	521,250	1,737,500	521,250	6,428,750
	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia/Baldwin	Peak Hour Bus Service	Yes	No	15.50	-	3,875,000	193,750	581,250	1,937,500	581,250	7,168,750
	Express Bus - Northeast	Downtown Pensacola	Milton via US 90	Escambia/Santa Rosa	Peak Hour Bus Service	Yes	Partial	22.20	-	5,550,000	277,500	832,500	2,775,000	832,500	10,267,500
	Express Bus - Navarre East	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa/Okaloosa	Peak Hour Bus Service	Yes	No	11.30	-	2,825,000	141,250	423,750	1,412,500	423,750	5,226,250
	Express Bus - Downtown	Cordova Mall	Downtown Pensacola	Escambia	Peak Hour Bus Service	No	No	8.50	-	2,825,000	141,250	423,750	1,412,500	423,750	5,226,250

Project Groups

Project ID	Program	Description	County	Annual Allocation	2035 Need Plan	2025 Need Plan								Total Cost
-	Complete Street Program	Address sidewalk and bike lane gaps & Bike/Ped MP	Escambia/Santa Rosa	$250,000	Partial	Partial	-	-	-	-	-	-	-	5,000,000
	Mobility Management Program	Completion of mobility studies and plans	Escambia/Santa Rosa	$150,000	Yes	Yes	-	-	-	-	-	-	-	3,000,000
-	Congestion Management Program	Implement projects form Congestion Management Studies & ITS Master Plan	Escambia/Santa Rosa	$1,500,000	Partial	Partial	-	-	-	-	-	-	-	30,000,000
-	Regional Trail Program	Implement regional trail network and connections	Escambia/Santa Rosa	$250,000	Partial	Partial	-	-	-	-	-	-	-	5,000,000
-	Transit Program	Implement TDP Improvements/Projects	Escambia/Santa Rosa	$300,000	Partial	Partial	-	-	-	-	-	-	-	6,000,000
-	Regional ITS Program	Implement projects from the regional ITS implementation plan	Escambia/Santa Rosa	$1,400,000	Yes	Yes	-	-	-	-	-	-	-	28,000,000
	Bicycle and Pedestrian Program	Implement projects from the bicycle and pedestrain master plan	Escambia/Santa Rosa	$300,000	Yes	Yes	-	-	-	-	-	-	-	6,000,000
-	Safety Educational Campaign(s)	Develop and conduct multiple safety and educational campaigns	Escambia/Santa Rosa	$60,000	No	No	-	-	-	-	-	-	-	1,200,000
-	Public Transportation	Capital improvements	Escambia/Santa Rosa		Yes	No	-	-	-	-	-	-	-	6,000,000

Alabama Projects

Project ID	Corridor	From	To	County	Project Description	2035 Need Plan	2025 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
80	US 90	Us 90 / US 98 Connector	Florida/Alabama State Line	Baldwin	Provide 4 Lanes of Capacity	Yes	Yes	1.70	2,500,000	4,250,000	212,500	637,500	2,380,000	637,500	8,117,500
81	US 90 / US 98 Connector	US 98 (SR 30)	US 90 (SR 10)	Baldwin	New 2 Lane Facility	Yes	Yes	7.00	1,400,000	9,800,000	490,000	1,470,000	3,850,000	1,470,000	17,080,000
82	US 98	US90/US98 Connector	Florida/Alabama Line	Baldwin	Provide 4 Lanes of Capacity	Yes	Yes	2.40	1,250,000	3,000,000	150,000	450,000	3,360,000	450,000	7,410,000
83	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia/Baldwin	Peak Hour Bus Service	Yes	No	15.50	NA	3,875,000	193,750	581,250	1,937,500	581,250	7,168,750
84	Cross Island Connector (Foley Beach	Canal Road	Perdido Beach Boulevard	Baldwin County	Provide 4 Lanes of Capacity	No	No	2.10	2,500,000	5,250,000	262,500	787,500	6,090,000	787,500	13,177,500
85	Canal Road (SR180)	Foley Beach Express	Highway 161	Baldwin County	Provide 4 Lanes of Capacity	No	No	2.90	2,500,000	7,250,000	362,500	1,087,500	8,410,000	1,087,500	18,197,500
86	Canal Road (SR80)	Highway 161	Wilson Boulevard	Baldwin County	Provide 3 Lanes of Capacity	No	No	1.40	1,250,000	1,750,000	87,500	262,500	4,060,000	262,500	6,422,500
87	Canal Road (SR80)	Wilson Boulevard	Pensacola Avenue	Baldwin County	Provide 3 Lanes of Capacity	No	No	2.20	1,250,000	2,750,000	137,500	412,500	6,380,000	412,500	10,092,500
88	Major intersection improvement	Foley Beach Express	at Canal Road	Baldwin County	Grade Seperation	No	No	0.25	5,000,000	1,250,000	62,500	187,500	625,000	187,500	2,312,500
89	Major intersection improvement	SR161	at SR180	Baldwin County	Major Intersection Improvement	No	No	0.25	500,000	125,000	6,250	18,750	62,500	18,750	231,250
90	Major intersection improvement	SR161	at Perdido Beach Boulevard	Baldwin County	Major Intersection Improvement	No	No	0.25	500,000	125,000	6,250	18,750	62,500	18,750	231,250
91	Wolf Bay Bridge	SR180	Harpoon Drive	Baldwin County	Construct new 2 Lane Bridge	No	No	3.00	125	118,800,000	5,940,000	17,820,000	23,760,000	17,820,000	184,140,000
-	Traffic Operations Center			Baldwin County	Construct Traffic Operations Center for Orange Beach	No	No	NA	NA	2,000,000	NA	300,000	NA	300,000	2,600,000

Alabama Illustrative Projects

Project ID	Corridor	From	To	County	Project Description	2035 Need Plan	2025 Need Plan	Segment Length	Construction Cost / Mile	Construction Cost	PD&E (5-10%)	Design (10-20%)	ROW (10-100%)	CEI (15%)	Total Cost
-	CR 83 (Baldwin Beach Express)Extension	I-10	I-65	Baldwin County	Provide 2 or 4 Lanes on new capacity	No	No	24.50	1,400,000	34,300,000	1,715,000	5,145,000	17,150,000	5,145,000	63,455,000

Appendix G – Adopted 2040 Cost Feasible Plan shown in Year of Expenditure

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Non SIS Project Listing

Project	From	To	Improvement	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
Nine Mile Road (ESC)	Pine Forest Road (SR 297)	US 29 (SR 95)	Widen to 4 Lanes	CST	$ 13,679,054				$ 13,679,054	-
				PE	$ 331,192				$ 331,192	-
				ROW	$ 2,520,000				$ 2,520,000	-
				ENV	$ 113,135				$ 113,135	-
Nine Mile Road (ESC)	Beulah Road (CR 99)	I-10 (SR 8)	Widen to 4 Lane	DSB	$ 20,114,256				$ 20,114,256	-
				ENV	$ 135,135				$ 135,135	-
Nine Mile Road (ESC)	I-10 (SR 8)	Pine Forest Road (SR 297)	Widen to 4 Lane	DSB	$ 4,715,606				$ 4,715,606	-
			Provide multimodal	PE	$ 2,454,758				$ 2,454,758	-
Perdido Key (SR 292)	Alabama State Line	Innerarity Point Road	Improvement	ENV	$ 85,584				$ 85,584	-
Regional ITS Program	Implement projects from the Intelligent Transportation System (ITS) Regional Implementation Plan			NA		$ 9,207,500	$ 10,875,000	$ 25,785,000	$ 45,867,500	-
Mobility Management Program	Completion of mobility studies and plans throughout the TPO area			NA		$ 952,500	$ 1,125,000	$ 2,865,000	$ 4,942,500	-
Corridor/Congestion Management Projects	Implementation of projects identified in transportation studies/plans			NA		$ 9,525,000	$ 11,250,000	$ 28,650,000	$ 49,425,000	-
Public Transportation Capital Improvements	Capital projects – may include purchase of replacement buses or shelter amenities			NA		$ 1,905,000	$ 2,250,000	$ 5,730,000	$ 9,885,000	-
Bicycle and Pedestrian Projects	Implement projects from the bicycle and pedestrian plans			NA		$ 1,905,000	$ 2,250,000	$ 5,730,000	$ 9,885,000	-
Regional Trail Program	Development and implementation of regional trail system/network			NA		$ 1,587,500	$ 1,875,000	$ 4,775,000	$ 8,237,500	-
Safety Educational Campaign(s)	Development of public awareness/safety campaigns			NA		$ 381,000	$ 450,000	$ 1,146,000	$ 1,977,000	-
Complete Street Program	Development and implementation of projects that incorporate context-appropriate roadway designs that accommodate users of all ages and abilities, including cyclists, pedestrians, motorists, transit, and freight.			NA		$ 1,587,500	$ 1,875,000	$ 4,775,000	$ 8,237,500	-
Compressed Natural Gas (CNG) Program	Construct Refueling Station(s) at various locations (would be partnering with CNG providers)			NA		$ 381,000	$ 450,000	$ 1,146,000	$ 1,977,000	-
				PE	$ 1,095,848				$ 1,095,848	-
				ROW		$ 1,708,150			$ 1,708,150	-
Nine Mile Road (ESC)	Mobile Highway	Beulah Road	Widen to 4 Lanes	CST/CEI			$ 16,961,910		$ 16,961,910	-
				ROW	$ 1,000,000				$ 1,000,000	-
				ROW	$ 3,248,000				$ 3,248,000	
				ENV	$ 222,864				$ 222,864	-
Burgess Road (ESC)	US29	Hilburn Road	Widen to 4 Lanes	CST/CEI		$ 22,860,000			$ 22,860,000	-
				ROW	$ 3,828,980				$ 3,828,980	-
US98 (SR30) (SRC)	Bayshore Drive	Portside Drive	Widen to 6 lanes	CST/CEI		$ 28,469,754			$ 28,469,754	-
				PE		$ 1,900,000			$ 1,900,000	-
				ROW		$ 400,000			$ 400,000	-
US 29 Connector (ESC)	Nine Mile Road (US90A)	Just North of I-10	Widen to 4 Lanes	CST/CEI		$ 10,200,000			$ 10,200,000	-
				PE		$ 4,980,432			$ 4,980,432	-
				ROW			$ 19,608,000		$ 19,608,000	-
US 90 (SRC)	Glover Lane / Old Highway 90	SR87 South	Widen to 4 lanes	CST/CEI					-	$ 30,065,800
				ROW		$ 15,000,000			$ 15,000,000	-
Blue Angel Parkway (ESC)	Sorrento Road	US98	Widen to 4 Lanes	CST/CEI			$ 23,650,000		$ 23,650,000	-
				PE	$ 793,940	$ 2,189,480			$ 2,983,420	-
				ROW			$ 7,844,793	$ 11,460,000	$ 19,304,793	-
Gulf Beach Highway (ESC)	Fairfield Drive	Navy Boulevard	Widen to 4 Lanes	CST/CEI				$ 32,888,521	$ 32,888,521	-
				PE	$ 1,657,349	$ 3,810,000			$ 5,467,349	-
				ROW			$ 1,190,409	$ 10,893,030	$ 12,083,439	-
Gulf Beach Highway (ESC)	Blue Angel Parkway	Fairfield Drive	Widen to 4 Lanes	CST/CEI						$ 9,914,040
				PE		$ 635,000			$ 635,000	-
Main Street (ESC)	Tarragona Street	Chase Street	2 Lane Improvement	CST/CEI		$ 2,910,196			$ 2,910,196	-
				PE		$ 317,500			$ 317,500	-
Main Street (ESC)	Barrancas Avenue	Clubbs Street	2 Lane Improvement	CST/CEI		$ 2,413,366			$ 2,413,366	-
Express Bus - Northeast (ESC/SRC)	Milton	Navy Federal Credit Union	New Bus Route/ Service	Capital			$ 5,100,000	$ 12,988,000	$ 18,088,000	-
Express Bus - Northwest (ESC/SRC)	Pensacola	Navy Federal Credit Union	New Bus Route/ Service	Capital			$ 3,000,000	$ 8,174,800	$ 11,174,800	-
			Major Intersection	ROW			$ 6,000,000		$ 6,000,000	-
Langley Avenue/Tippen (ESC)			Improvement	CST/CEI			$ 20,000,000		$ 20,000,000	-
				ROW				$ 5,000,000	$ 5,000,000	-
Pinestead Drive (ESC)	Wymart Road	US29	Widen to 4 Lanes	CST/CEI				$ 15,000,000	$ 15,000,000	-

Non SIS Project Listing

Project	From	To	Improvement	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040
				ROW			$ 3,000,000		$ 3,000,000	-
Longleaf Drive (ESC)	Pine Forest Drive	Wymart Road	Widen to 4 Lanes	CST/CEI				$ 8,200,000	$ 8,200,000	-
				PE			$ 675,000		$ 675,000	-
				ROW					-	$ 3,882,545
US90 (ESC)	Scenic Highway	Santa Rosa County Line	Widen to 6 lanes	CST/CEI					-	$ 8,929,853
				PE	$ 2,549,999		$ 10,500,000		$ 13,049,999	-
				ROW					-	$ 13,479,310
US90 (SRC)	Escambia County Line	Glover Lane / Old Highway 90	Widen to 6 lanes	CST/CEI					-	$ 31,002,413
				PE	$ 2,828,000	$ 3,556,000			$ 6,384,000	-
				ROW					-	$ 28,410,238
US98 (SR30) (SRC)	Portside Drive	SR87	Widen to 6 lanes	CST/CEI					-	$ 65,343,547
				PE		$ 3,810,000			$ 3,810,000	-
				ROW					-	$ 2,695,862
US98 (SR30) (SRC)	SR87	Okaloosa County Line	Widen to 6 lanes	CST/CEI					-	$ 6,200,483
				PE	$ 841,675	$ 6,667,500			$ 7,509,175	-
			Major Intersection	ROW				$ 11,460,000	$ 11,460,000	-
17th Avenue (ESC)	at Bayfront Parkway		Improvement	CST/CEI					-	$ 40,250,000
				PE			$ 1,950,000		$ 1,950,000	-
				ROW				$ 4,584,000	$ 4,584,000	-
Pine Forest Road (ESC)	I-10	Nine Mile Road	Widen to 4 Lanes	CST/CEI				$ 6,685,000	$ 6,685,000	-
				PE			$ 10,345,086		$ 10,345,086	-
				ROW					$ -	$ 17,241,808
Mobile Highway (ESC)	Nine Mile Road (US90A)	Godwin Lane	Widen to 4 Lanes	CST/CEI					$ -	$ 39,656,000
				PE			$ 1,650,000		$ 1,650,000	-
				ROW					$ -	$ 20,000,000
Sorrento Road (ESC)	Innerarity Point Road	Blue Angel Parkway	Widen to 4 Lanes	CST/CEI					$ -	$ 43,700,000
				PE			$ 1,500,000		$ 1,500,000	-
			Major Intersection	ROW					$ -	$ 3,750,000
US98 (SR30) (SRC)	At SR 399		Improvement	CST/CEI					$ -	$ 5,750,000
				PE				$ 6,797,690	$ 6,797,690	-
				ROW					$ -	$ 8,897,500
US98 (SR30) (ESC)	Florida-Alabama State Line	Blue Angel Parkway	Widen to 4 Lanes	CST/CEI					$ -	$ 20,400,000
				PE				$ 5,376,354	$ 5,376,354	-
				ROW					$ -	$ 9,400,000
Fairfield Drive (ESC)	Mobile Highway	Lillian Highway	Widen to 4 Lanes	CST/CEI					$ -	$ 10,790,250
				PE				$ 4,572,991	$ 4,572,991	-
				ROW					$ -	$ 5,985,590
Woodbine Road (SRC)	US90	Berryhill Road	Widen to 4 Lanes	CST/CEI					$ -	$ 13,766,857
				PE				$ 2,471,924	$ 2,471,924	-
				ROW					$ -	$ 3,354,454
Berryhill Road (SRC)	Woodbine Road	West Spencer Field Road	Widen to 4 Lanes	CST/CEI					$ -	$ 7,441,500
				PE	$ 500,000			$ 4,499,102	$ 4,999,102	-
				ROW					$ -	$ 1,177,753
Navarre Community Access Road (SRC)	Edgewood Drive	Whispering Pines Road	Construct new 2 lane facility	CST/CEI					$ -	$ 27,088,831
				PE				$ 303,690	$ 303,690	-
				ROW					$ -	$ 400,000
East Bay Boulevard (SRC)	SR87	Edgewood Drive	Enhanced 2 lane facility	CST/CEI					$ -	$ 915,000
Transit Funds for Existing Service Levels (ESC)	System wide funding to maintain existing service levels				NA	$ 46,400,000	$ 48,800,000	$ 102,299,999	$ 197,499,999	-

Grand Totals	**$ 62,715,375**	**$ 185,659,378**	**$ 214,175,198**	**$ 334,257,101**	**$ 796,807,051**	**$ 479,889,634**
ROW & CST	$ 45,191,750	$ 85,793,466	$ 86,105,112	$ 179,735,351	**$ 396,825,679**	$ 479,889,634
Available Revenue (Other Arterial and TMA Funds)	NA	$ 87,750,000	$ 84,200,000	$ 179,929,999	**$ 351,879,998**	NA
Balance	NA	$ 1,956,534	$ 51,422	$ 246,070	**NA**	NA
Local Funds	$ 1,222,864	$ 27,500,000	$ 52,650,000	$ 28,200,000	**$ 109,572,864**	$ -
PE Funds	$ 13,052,761	$ 25,965,912	$ 26,620,086	$ 24,021,751	**$ 89,660,510**	$ -
Transit Funds	$ -	$ 46,400,000	$ 48,800,000	$ 102,299,999	$ 197,499,999	$ -

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds

8-Jan-16

SIS Project Listing

Project	From	To	Improvement	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals	Beyond 2040	Evaluation Criteria Ranking
SR 87 (SRC)	2 Miles South of the Yellow River	CR 184	Widen to 4 Lanes	RRU	$ 762,650				$ 762,650	-	-
				CST	$ 31,694,323				$ 31,694,323	-	-
US 29 (SR95) (ESC)	I-10 (SR 8)	North of Nine Mile Road (US90A)	Widen to 6 Lanes	ROW	$ 2,620,416				$ 2,620,416	-	-
				RRU	$ 100,000				$ 100,000	-	-
				CST	$ 36,719,640				$ 36,719,640	-	-
I-10 (ESC)	At US29 (SR95)		Major Intersection Improvement (Phase 1)	CST	$ 7,723,800				$ 7,723,800	-	-
I-10 (ESC)	At US29 (SR95)		Major Intersection Improvement (Phase 2)	ROW		$ 1,922,780			$ 1,922,780	-	
				CST			$ 116,640,000		$ 116,640,000	-	-
Beulah Road Interchange (ESC)	At I-10		Construction of new interchange	PE		$ 3,302,000			$ 3,302,000	-	
				ROW					$ -	$ 17,064,616	
				CST					$ -	$ 19,624,308	42
I-10 (ESC)	West of Nine Mile Road (US90A) Interchange	US29 (SR95)	Widen to 6 lanes	PE		$ 2,540,000			$ 2,540,000	-	
				ROW		$ 2,540,000			$ 2,540,000	-	
				CST			$ 58,039,500		$ 58,039,500	-	-
SR87 North (SRC)	CR87A (Langley Street)	TPO Boundary	Widen to 4 lanes	ROW					$ -	$ 9,221,044	
				CST					$ -	$ 18,442,088	COM
SR87 Connector (SRC)	US90	SR87 North	Construct new facility	PE	$ 2,783,075	$ 7,874,240			$ 10,657,315	-	
				ROW					$ -	$ 5,626,000	
				CST					$ -	$ 120,410,000	48
I-10 (ESC)	US29	Davis Highway	Widen to 8 lanes	PE		$ 2,540,000			$ 2,540,000	-	
				ROW					$ -	$ 7,922,248	
				CST					$ -	$ 9,110,585	26
Blue Angel Parkway (ESC)	Sorrento Road	US98	Widen to 4 lanes	ROW					$ -	$ 15,000,000	
				CST					$ -	$ 23,650,000	COM
Blue Angel Parkway (ESC)	US98	Saufley Field Road	Widen to 4 lanes	PE			$ 4,650,000		$ 4,650,000	-	
				ROW					$ -	$ 6,125,379	
				CST					$ -	$ 23,480,621	COM
US29 Connector (ESC)	Beulah Road Interchange	US29 (SR95)	Construction of new 4 lane facility	PE			$ 3,000,000		$ 3,000,000	-	
				ROW					$ -	$ 19,156,621	
				CST					$ -	$ 44,060,229	50
17th Avenue (ESC)	at Bayfront Parkway		Major Intersection Improvement	PE	$ 841,675	$ 6,667,500			$ 7,509,175	-	
				ROW				$ 11,460,000	$ 11,460,000	-	-
				CST/CEI					-	$ 40,250,000	
US98 (SR30) (SRC)	At SR399		Major Intersection Improvement	PE			$ 1,500,000		$ 1,500,000	-	
				ROW					$ -	$ 3,750,000	
				CST/CEI					$ -	$ 5,750,000	14
US98 (SR30) (SRC)	Portside Drive	SR87	Widen to 6 lanes	PE		$ 3,556,000			$ 3,556,000	-	
				ROW					$ -	$ 28,410,238	
				CST/CEI					$ -	$ 65,343,547	3
US98 (SR30) (SRC)	SR87	Okaloosa County Line	Widen to 6 lanes	PE		$ 3,810,000			$ 3,810,000	-	
				ROW					$ -	$ 2,695,862	
				CST/CEI					$ -	$ 6,200,483	7
US98 (SR30) (ESC)	Florida-Alabama State Line	Blue Angel Parkway	Widen to 4 Lanes	PE				$ 6,797,690	$ 6,797,690	-	
				ROW					$ -	$ 8,897,500	
				CST/CEI					$ -	$ 20,400,000	8

Grand Total	**$ 83,245,579**	**$ 34,752,520**	**$ 183,829,500**	**$ 18,257,690**	**$ 320,085,289**	**$ 520,591,369**
ROW & CST	$ 79,620,829	$ 4,462,780	$ 174,679,500	$ 11,460,000	**$ 270,223,109**	$ 480,341,369
Available Revenue (SIS Funds)	NA	$ 7,289,999	$ 178,460,000	$ -	**$ 185,749,999**	NA
Balance	NA	$ 2,827,219	$ 6,607,719	$ (4,852,281)	**NA**	NA
Local Funds	$ -	$ -	$ -	$ -	**$ -**	$ -
PE Funds	$ 3,624,750	$ 30,289,740	$ 9,150,000	$ 6,797,690	**$ 42,353,005**	$ -

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
COM = Committed

7-Dec-15

Alabama Project Listing

Project	From	To	Improvement	Phase	2015-2020	2021-2025	2026-2030	2031-2040	Totals
CR99 (BAL)	US98	Spanish Cove Drive	Add sidewalk	CN	$ 324,645				
US98 (SR42) (BAL)	Barclay Avenue	Alabama State Line	Add paved shoulders	CN	$ 334,664				
Baldwin County	Various Locations		Install curb and ramps	CN	$ 375,548				
CR99 (BAL)	Carrier Drive	Spanish Cove Drive	Add paved shoulders	PE	$ 25,000				
CR99 (BAL)	CR91	Carrier Drive	Add paved shoulders	PE	$ 25,000				
Transportation Alternatives	Various Locations	Sidewalks on Lauder Lane from SR 180 (Canal Road) to Cobia Avenue; Bay La Launch Avenue from SR 180 (Canal Road) to Bear Point Marina; Gulf Bay Road from SR 180 (Canal Road) to Wolf Bay Terrace; Oak Ridge Drive from SR 161 (Orange Beach Boulevard) to end of road; and SR 161 (Orange Beach Boulevard) from Campground Road to Publix Shopping Center.		CN	$ 500,000				
				ROW		$ 2,700,000			$ 2,700,000
				UT		$ 7,515,430			$ 7,515,430
SR180 (Canal Road) (BAL)	Foley Beach Express	SR161	Widen to 5 lanes	CN		$ 6,543,111			$ 6,543,111
				PE		$ 20,000			$ 20,000
US98 (SR42) (BAL)	Hillcrest Road	Barclay Avenue	Add paved shoulders	CN			$ 167,648		$ 167,648
				PE		$ 20,000			$ 20,000
US98 (SR42) (BAL)	Barclay Avenue	Alabama State Line	Add sidewalk	CN				$ 472,563	$ 472,563
				PE					$ -
CR99 (BAL)	Carrier Drive	Spanish Cove Drive	Add paved shoulders	CN		$ 407,970			$ 407,970
				PE			$ 20,000		$ 20,000
CR99 (BAL)	Carrier Drive	Spanish Cove Drive	Add sidewalk	CN				$ 735,690	$ 735,690
				PE		$ 20,000			$ 20,000
CR99 (BAL)	CR91	Carrier Drive	Add paved shoulders	CN			$ 463,273		$ 463,273
				Grand Total	**$ 1,584,857**	**$ 17,226,511**	**$ 650,921**	**$ 1,208,253**	**$ 19,085,685**
				ROW & CST	$ 17,166,511	$ 630,921	$ 1,208,253	**$**	**19,005,685**
				Available Revenue	$ 18,532,034	$ -	$ -		NA
				Balance	$ 1,365,523	$ 734,602	$ (473,651)		NA
				Local Funds	$ -	$ -	$ -	$	-
				PE Funds	$ 60,000	$ 20,000	$ -	$	80,000

Color Code:

$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds

7-Dec-15