

Florida-Alabama Transportation Planning Organization
2045 Long Range Transportation Plan

GOALS & OBJECTIVES

Final September 2019





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Acronyms & Abbreviations

A

ACES	Automated and Connected Vehicles
ADA	Americans with Disabilities Act
ADS	Automated Driving System
AFV	Alternatively Fuel Vehicle
AICUZ	Air Installations Compatibility Use Zone
ALDOT	Alabama Department of Transportation
AV	Automated Vehicles

B

BRATS	Baldwin Regional Area Transit System
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C

CAC	Citizens Advisory Committee
CEDS	Comprehensive Economic Development Strategy
CFR	Code of Federal Regulations
CV	Connected Vehicles

E

ECAT	Escambia County Area Transit
ECRC	Emerald Coast Regional Council

F

FAST	Fixing America's Surface Transportation
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FL-AL	Florida-Alabama
FTA	Federal Transit Administration
FTP	Florida Transportation Plan

G

GPC	General Planning Consultant
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H

HSIP	Highway Safety Improvement Program
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I

ITS	Intelligent Transportation System
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J

JLUS	Joint Land Use Study
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L

L RTP	Long Range Transportation Plan
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M

MAP-21	Moving Ahead for Progress in the 21st Century
MOD	Mobility on Demand
MPO	Metropolitan Planning Organization
MPOAC	MPO Advisory Council

N

NFTCA	Northwest FL Transportation Corridor Authority
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P

PEA	Planning Emphasis Areas
PNS	Pensacola International Airport
PPP	Public Participation Plan

S

§	section or paragraph
S.R.	state road
SHSP	Strategic Highway Safety Plan
SIS	Strategic Intermodal System
SRPP	Strategic Regional Policy Plan
STRAHNET	Strategic Highway Network

T

TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
TSM	Transportation Systems Management

U

UPWP	Unified Planning Work Program
U.S.	United States
U.S.C.	United States Code

V

VMT	Vehicle Miles Travelled
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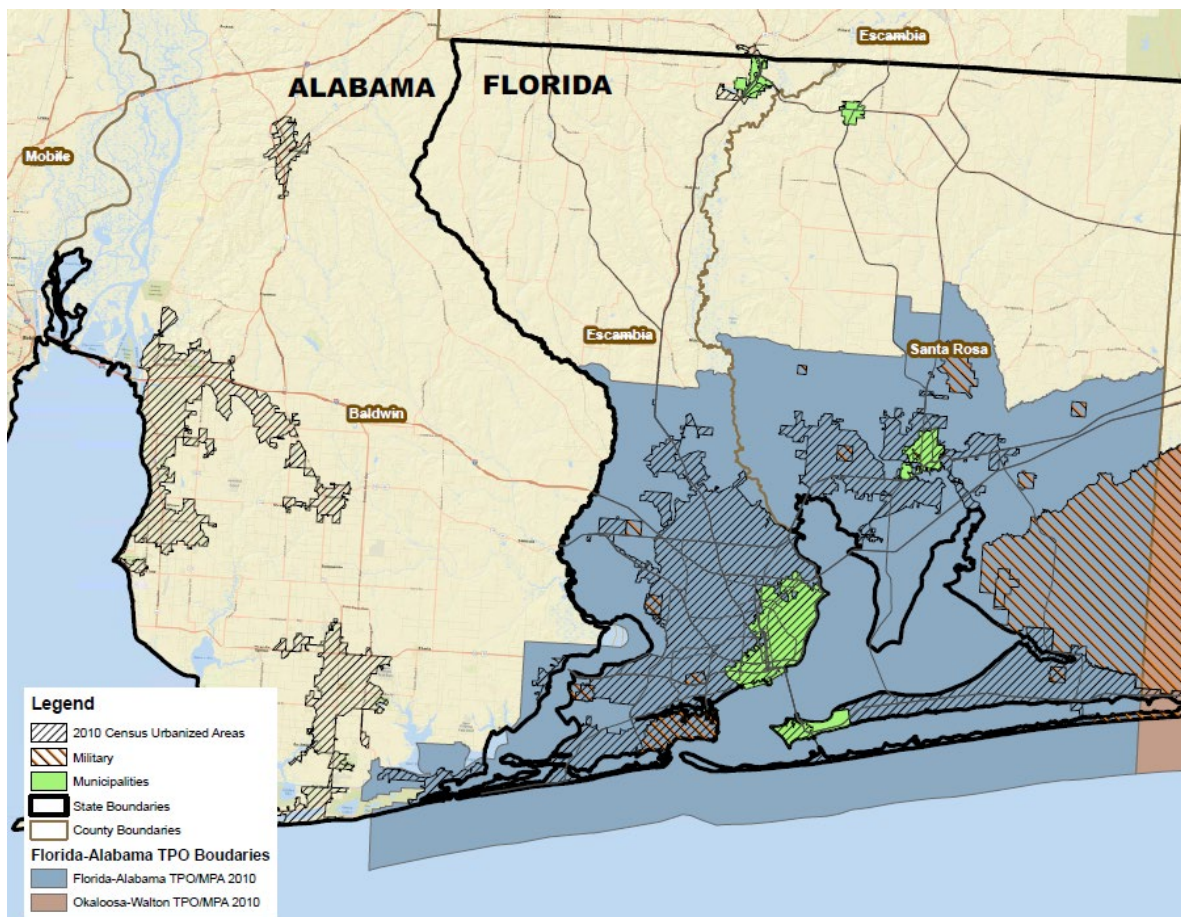
W

WFRPC	West Florida Regional Planning Council
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1.0 Introduction

Federal and state metropolitan planning regulations require the Florida-Alabama Transportation Planning Organization (FL-AL TPO) develop a metropolitan transportation plan every five years. The Long Range Transportation Plan (LRTP) fulfills this requirement and defines the transportation vision, established goals and objectives that will lead to achieving that vision, and allocates projected revenues to transportation programs and projects that implement those goals and objectives for the FL-AL transportation planning area which consists of the southern portions of Escambia and Santa Rosa Counties (Florida), and parts of Lillian and Orange Beach in Baldwin County (Alabama) (**Figure 1.** Florida – Alabama Transportation Planning Area).

Figure 1. Florida – Alabama Transportation Planning Area





The following sources were used to shape the 2045 LRTP goals and objectives: federal transportation legislation, Florida and Alabama Transportation Plans, Florida Department of Transportation (FDOT) Metropolitan Planning Organization (MPO) Program Management Handbook, local government comprehensive plans, and the FL-AL TPO LRTP 2040 LRTP goals and objectives. The following is a synopsis of the process used to develop the 2045 Goals and Objectives (**Section 3.0**).

- New and updated federal and state requirements were evaluated for policy-level changes (**Section 2.0**).
- In addition to the standard federal and state requirements, the results of the FL-AL TPO Federal Certification were reviewed and incorporated (summarized in **Section 2.3**).
- As a new element for the 2045 Goals and Objectives, additional evaluation was prepared for other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy (summarized in **Section 2.4** and **2.5**).
- The 2040 Goals and Objectives were edited to suggest recommended changes for review by ECRC staff and the Steering Committee. The formation and composition of the Steering Committee is provided in **Appendix B**.
- The Steering Committee met twice to review and discuss the new requirements and recommended changes. Additional input was provided by the Steering Committee in both meetings. The Steering Committee meetings and results are summarized in **Appendix C** (Meeting 1) and **Appendix D** (Meeting 2).
- The draft Goals and Objectives were presented to the FL-AL Transportation Planning Organization on June 12, 2019; including presentation to the Technical Coordinating Committee on June 10, 2019; and the Citizens Advisory Committee on June 11, 2019 (**Appendix E**).
- A public meeting was held on June 13, 2019 to review the Steering Committee recommendations. Prior to the public meeting, notice was also provided to the environmental agencies and Tribes. Additional public input was received and incorporated (**Appendix F**).
- The Steering Committee recommendation, as modified by the public input and comment received following the June TPO and Committee review, was sent to the FL-AL TPO and Committees (Citizens Advisory Committee, and Technical Coordinating Committee) for final action at the July 2019 meetings (**Appendix G**).
- The 2045 Goals and Objectives were adopted by the FL-AL TPO on July 10, 2019 at the recommendation of the Committees as Resolution FL-AL 19-16 (**Appendix H**).



The vision & mission statements and subsequent goals and objectives serve as the guiding principles of the FL-AL TPO 2045 LRTP. These statements guide the development of the plan update. For the 2045 LRTP, the vision and mission statements remain unchanged from the 2040 LRTP:

- **Vision:** The Florida-Alabama Transportation Planning Organization envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.
- **Mission:** The Florida-Alabama TPO 2045 Long Range Transportation Plan promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Based on review of the 2040 Goals and Objectives, and review of the Federal, state, local, and regional planning documents and requirements, there were two minor changes to the Goals, and 20 minor changes to the Objectives. The final 2045 Goals and Objectives are listed in **Section 4.0**. A cross-check matrix of how the Goals and Objectives implement the federal and state requirements is provided in **Section 5.0**. The FL-AL TPO and Committees reviewed the draft in June 2019 (**Appendix E**) and adopted the final on July 10, 2019 (**Appendix G**) with issuance of Resolution FL-AL 19-16 (**Appendix H**).

2.0 Planning Factors and Guiding Documents

The following section is a summary of the planning factors and guiding documents that were reviewed to develop the 2045 Goals and Objectives, beginning with Federal and State requirements. As a new element for the 2045 Goals and Objectives, additional evaluation was prepared for other guiding documents such as regional and local plans that provide overall direction or guidance on transportation policy. Project-specific plans were not reviewed (such as FDOT Project Development and Environment Studies) as they do not generally set policy-level direction but rather focus on project-specific issues which will be carried forward in the Needs Plan.

2.1 Federal Requirements

Federal law¹ requires an MPO to address ten (10) Planning Factors as a part of its planning processes: (1) Safety, (2) Security, (3) Accessibility and Mobility, (4) Multimodal Connectivity, (5) System Preservation, (6) Economic Vitality, (7) Environmental Quality, (8) System Efficiency, (9) Resiliency & Reliability, and (10) Travel & Tourism. These factors are shown in **Figure 2** and further explained in **Table 1** as summarized from the FDOT MPO Program Management Handbook (April 2019).² The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area.

2.1.1 New Planning Factors (FAST Act)

The passage of the Fixing America's Surface Transportation (FAST) Act on December 4, 2015 and the final rulemaking as of May 27, 2016 resulted in two additional planning factors: (1) improving the resiliency and reliability of the transportation system and reducing or mitigating storm water impacts of surface transportation; and (2) enhancing travel and tourism.

Additional Planning Emphasis Areas (PEAs), Expectations, and Emerging Issues are discussed in the following sections, including Automated, Connected, Electric, and Shared-Use Vehicles (ACES). While ACES was not included as a new Planning Factor in the Federal requirements, there is additional emphasis on how to incorporate ACES into the LRTP.

¹ 23 C.F.R. 450.306(b) 81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016.

² Federal requirements for LRTPs are summarized in the FDOT MPO Program Management Handbook, Section 4.3.

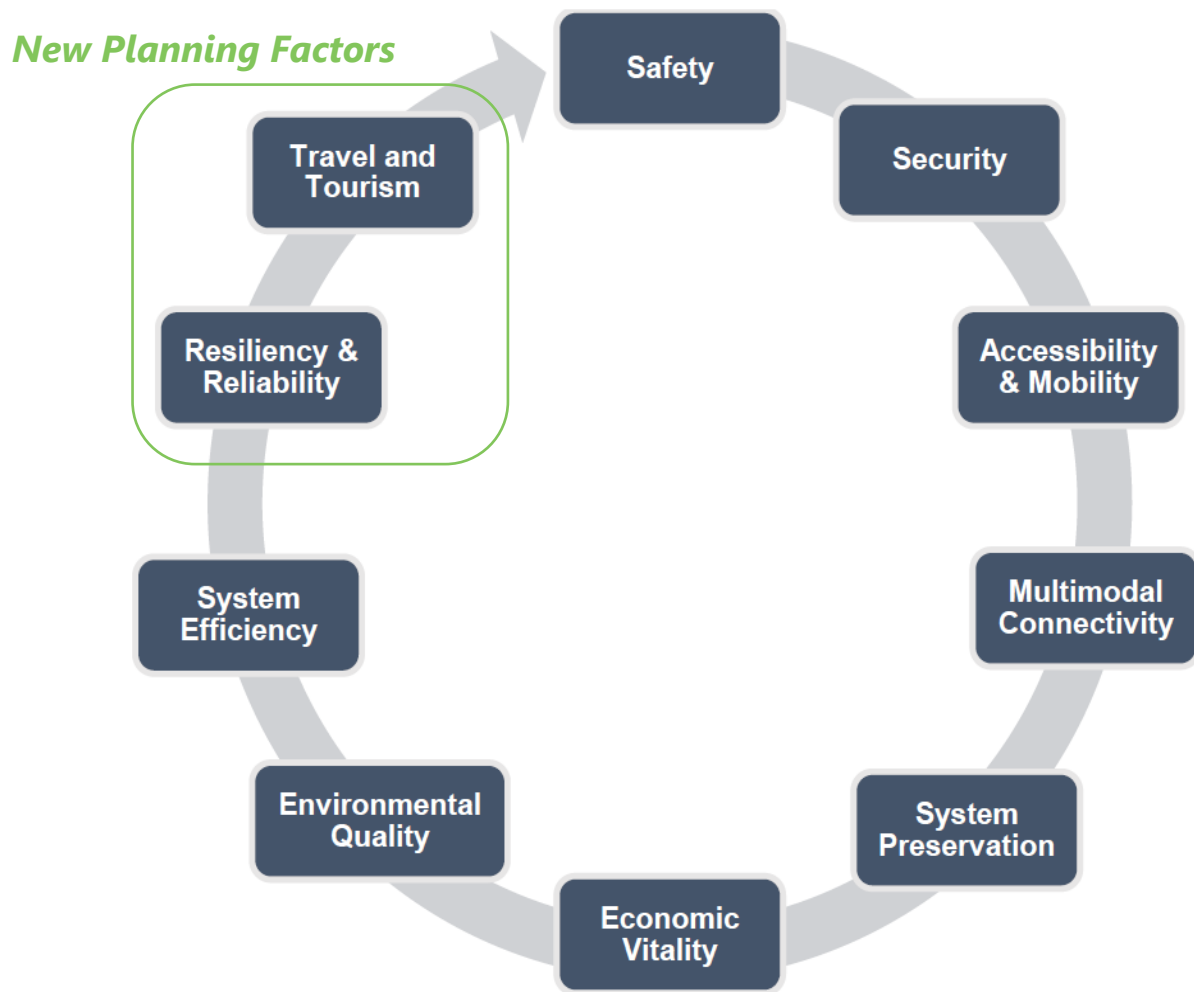


Figure 2. Federal Planning Factors

Table 1. Federal Planning Factors

Item	Planning Factor	Description	Source
F1	Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
F2	Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
F3	Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
F4	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
F5	System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
F6	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
F7	Environmental Quality	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.	23 CFR 450.306(b)(5)
F8	System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)
F9	Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
F10	Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)

2.2 Federal Expectations and Emerging Issues

In consultation with the Metropolitan Planning Organization Advisory Council (MPOAC), and FDOT, Federal Highway Administration and the Federal Transit Administration issued *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* (January 2018).³ The memo documents the federal expectations for meeting the requirements to be addressed in the next cycle of LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively.

Table 2 summarizes the Federal Expectations and Emerging Issues.

Table 2. Federal Expectations and Emerging Issues

Item	Expectation/Issue	Description	Source
E1	Public Involvement Strategies	Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)
E2	Public Involvement / Tribal / Agency Consultation	Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) (c), (d), (e); 23 CFR 450.324(g)
E3	Measures of Effectiveness	MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(x)
E4	Fiscal Constraint	Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)
E5	Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration	Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2) (d)(4)(ii); 23 CFR 324(h)

³ <http://www.fdot.gov/planning/Policy/metrosupport/Resources/LRTP%20Expectations%202018.pdf>

E6	Freight	Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324(b), (f)(1), (f)(5)
E7	Environmental Mitigation	The LRTP must include a discussion of the 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.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)
E8	Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.322
E9	Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
E10	Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324
E11	Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets.	Jan 2018 Strategies Memo and 23 CFR 450.306(d)

E12	Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Jan 2018 Strategies Memo
E13	Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	Jan 2018 Strategies Memo
E14	Summary of Public Involvement Strategies	Summarize outreach information, and append additional information to LRTP.	Jan 2018 Strategies Memo
E15	Impact Analysis / Data Validation	Have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan.	Jan 2018 Strategies Memo
E16	FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP.	Jan 2018 Strategies Memo
E17	Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	Jan 2018 Strategies Memo
E18	Scenario Planning ⁴	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo

⁴ The FL-AL TPO 2045 LRTP Scope does not include Scenario Planning.

2.3 Federal Certification

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas at least every four years. FHWA and FTA completed the current FL-AL TPO Certification in December 2018 (expires December 2022). The certification includes two recommendations that have ramifications for the FL-AL LRTP Goals and Objectives. **Table 3** summarizes the FHWA and FTA Certification Recommendations applicable to the development of these Goals and Objectives.

Table 3. FHWA and FTA Federal Certification Recommendations

ITEM	TOPIC	RECOMMENDATION
FC1	Outreach and Public Participation	The Federal Review Team recommends the FL-AL TPO should review such documents to ensure that they do not conflict with the overall guiding document, the PPP. Further, to the extent the MPO uses an LRTP-specific outreach plan, the MPO still needs to measure activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP. ⁵
FC2	Long Range Transportation Plan	Noting that the 2015 LRTP does not allocate any transit funding or projects to Baldwin County over the plan's horizon period, the Federal Review Team recommends expanding coordination efforts with Baldwin Regional Area Transit System (BRATS) and other stakeholders, such as Orange Beach, to include long-term project development. ⁶

2.4 Statewide Planning Efforts

At the statewide level, both Florida and Alabama have implemented system-wide transportation, safety, bicycle/pedestrian, and intelligent transportation systems planning efforts. The FL-AL TPO coordinates with the Florida Department of Transportation (FDOT) and Alabama Department of Transportation (ALDOT) for support in addressing a forward-looking strategy on emerging issues and proactive improvements within the TPO's metropolitan planning area.

⁵ This Recommendation was added to Goal G, Objective G.4.

⁶ This Recommendation was added to Goal G, Objective G.2.

2.4.1 Florida Transportation Plan (2015)

The Florida Transportation Plan (FTP)⁷ is the single overarching statewide plan guiding Florida's transportation future. It is a plan for all of Florida's transportation system created by, and providing direction to, the Florida Department of Transportation (FDOT) and all organizations that are involved in planning and managing Florida's transportation system including statewide, regional, and local partners. The FTP fulfills the requirements established in Florida Statutes Title 26, Chapter 339.155, which details the FDOT's obligation to develop a statewide transportation planning process and the resulting planning document (the FTP).

The Policy Element of the FTP is the core of document and provides guidance to state, regional, and local transportation partners in making transportation decisions. The FTP Policy Element includes seven (7) adopted goals and objectives to reach these goals, summarized in **Table 4**.

Table 4. Florida Transportation Plan Goals and Objectives

ITEM	GOAL	OBJECTIVE(S)
FTP1	Safety and Security	Provide transportation infrastructure and services to help prepare for, respond to, and recover from emergencies; Prevent transportation related fatalities and serious injuries; Reduce and mitigate transportation-related security risks; Reduce the number of crashes on the transportation system.
FTP2	Infrastructure	Meet or exceed industry, state, national, or international standards for infrastructure quality, condition, and performance for all modes of transportation; Optimize the functionality and efficiency of existing infrastructure and right-of-way; Adapt transportation infrastructure and technologies to meet changing customer needs; Increase the resiliency of infrastructure to risks, including extreme weather and other environmental conditions.
FTP3	Mobility	Reduce delays related to bottlenecks, gaps, and crashes and other incidents for all modes of Florida's transportation system; Increase the reliability of all modes of Florida's transportation system; Increase customer satisfaction with Florida's transportation system and regulatory processes for residents, visitors, and businesses; Increase the efficiency of the supply chain for freight moving to, from, and through Florida; Increase the efficiency and reasonableness of transportation-related regulatory processes.
FTP4	Transportation Choices	Increase the use of new mobility options and technologies such as shared, automated, and connected vehicles; Increase the share of person trips using public transportation and other alternatives to single occupancy motor vehicles; Increase the number of quality options for visitor travel to, from, and within Florida; Increase the number of quality options for moving freight to, from, and within Florida; Increase the efficiency and convenience of connecting between multiple modes of transportation.

⁷ <http://floridatransportationplan.com/>



FTP5	Economic Competitiveness	Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters; Increase transportation connectivity between Florida's economic centers and regions; Increase transportation connectivity between Florida and global and national trading partners and visitor origin markets; Increase the number of skilled workers in Florida's transportation-related industries.
FTP6	Quality Places	Plan and develop transportation systems that reflect regional and community values, visions, and needs; Increase customer satisfaction with Florida's transportation system; Provide convenient, efficient accessibility to the transportation system for Florida's residents and visitors; Provide transportation solutions that contribute to improved public health.
FTP7	Environment and Energy	Plan and develop transportation systems and facilities in a manner that protects, and where feasible, restores the function and character of the natural environment and avoids or minimizes adverse environmental impacts; Decrease transportation-related air quality pollutants and greenhouse gas emissions; Increase the energy efficiency of transportation; Increase the diversity of transportation-related energy sources, with emphasis on cleaner and more efficient fuels.

2.4.2 Florida Strategic Highway Safety Plan (SHSP)

The Florida Strategic Highway Safety Plan (SHSP)⁸ was developed as a part of the Florida Transportation Plan (FTP) Implementation Element to address highway safety and aligns with the FTP Vision Element and FTP Policy Element. The SHSP is a statewide, data-driven safety plan for all Florida's road users. The 2018 SHSP retains much of the state's 2016 five-year comprehensive roadway safety plan⁹ for achieving Florida's vision of zero traffic-related fatalities. The SHSP Safety Emphasis Areas are listed in **Table 5**, along with the category of improvement identified by the SHSP: Engineering, Enforcement, Education, or Emergency Response. These are known as the "4Es" and represent the four primary disciplines of actions needed to work together for roadway safety.

Table 5. Florida Strategic Highway Safety Plan: Safety Emphasis Areas

ITEM	TOPIC	"4E" IMPROVEMENT TOOL
1	Lane Departures	Engineering
2	Impaired Driving	Enforcement
3	Pedestrians and Bicyclists	Education
4	Intersections	Engineering
5	Occupant Protection	Enforcement
6	Motorcyclists	Education
7	Aging Road Users	Education
8	Speeding and Aggressive Driving	Enforcement
9	Commercial Motor Vehicles	Enforcement
10	Teen Drivers	Education
11	Distracted Driving	Education
12	Work Zones	Engineering
13	Traffic Records and Information Systems*	Emergency Response

**Traffic records and information systems will be improved through overarching strategies, but is not considered one of the "4 Es" emphasis areas, but can be applied to Emergency Response..*

⁸ https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/safety/3-grants/fl2018hsp.pdf?sfvrsn=d81b45ed_0

⁹ https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/safety/shsp2016/fdot_2016shsp_final.pdf?sfvrsn=3c118f35_0

2.4.3 Florida Bicycle and Pedestrian Strategic Safety Plan (2017)

The Florida Pedestrian and Bicycle Strategic Safety Plan (PBSSP)¹⁰ is the implementation element to the Florida Strategic Highway Safety Plan (SHSP), focused on programmatically improving pedestrian and bicycle safety. This framework focuses on reduction of fatalities and injuries on public roads involving bicycle and pedestrian users. The plan forecasts advanced data use for implementation of safety strategies and was developed with federal, state, local, and private-sector safety stakeholders, particularly Florida's Pedestrian and Bicycle Safety Coalition. **Table 6** summarizes emphasis areas and corresponding Goals, Objectives, and Strategies.

Table 6. Florida Bicycle and Pedestrian Strategic Plan: Emphasis Areas

ITEM	EMPHASIS AREA	GOALS, OBJECTIVES & STRATEGIES
1	Data analysis and evaluation	Collect, analyze, and report quality data to support and enhance transportation-related decision making in regards to walking and biking in Florida.
2	Law enforcement and Emergency services	Ensure the state and local safety of people walking and biking through combined enforcement and education efforts of all road users; enhance education of emergency responders regarding key injuring impacting pedestrian and bicycle traffic crash victims in an effort to improve medical response and reduce mortality.
3	Driver education, licensing, legislation, regulation and policy	Promote and enhance pedestrian and bicycle safety in driver training programs and licensing activities. Increase awareness by supporting legislation, regulations, and policies that clarify rights and responsibilities of users and support safe travel behavior. Coordinate with appropriate public and private agencies to support legislation, regulation, and policies that promote pedestrian and bicycle safety.
4	Highway and Traffic engineering	Drive the transportation planning and development process towards goal-oriented decision making that prioritizes the safety and accessibility of pedestrians and bicyclists from initial planning through the design, construction, and maintenance stages of all relevant state and local transportation projects.
5	Communication, outreach and education	Establish clear, consistent, and context-sensitive outreach, education, and communication elements that support engineering and enforcement efforts, increase awareness, improve compliance with traffic laws, and call communities to action.
6	Program management	Provide centralized program planning, initiation, and coordination promoting pedestrian and bicycle safety as a part of the comprehensive highway safety program.

¹⁰ https://www.alerttodayflorida.com/About%20US/FDOT_PBSSP%20Update%20Final_with%20data%20corrections.pdf

2.4.4 Florida Greenways and Trails System Plan

The Florida Department of Environmental Protection (DEP) Office of Greenways and Trails developed the Florida Greenways and Trails System Plan.¹¹ Florida Statutes §375.031(1) gives responsibility to DEP to develop and execute a comprehensive, multipurpose outdoor recreation plan. This plan outlines the vision for the state's Greenways and Trails System, both on land and water. It defines the role of the system in advancing Florida's economy, tourism, public health, transportation choices, recreation, conservation and quality of life. Trails and greenways are increasingly important in transportation planning and development. Because of Florida's large population and year-round tourism industry, it is important to provide a practical and accessible means for bicyclists and pedestrians to safely travel through and between communities. While trails have long been known for their recreational benefits, they are now an increasingly critical component of bicycle and pedestrian facilities within multimodal transportation systems.

The Florida Legislature gave the responsibility to the DEP to develop and execute a comprehensive, multipurpose outdoor recreation plan with the assistance of other public recreation land managers. The Statewide Comprehensive Outdoor Recreation Plan is the state's official document regarding outdoor recreation planning. The Statewide Comprehensive Outdoor Recreation Plan helps coordinate Florida's outdoor recreation planning efforts and guides the development of a diverse, balanced system of lands, programs, facilities and opportunities. The intent of the 5-year plan is to promote active and healthy lifestyles in the outdoors; promote trails, trail connectivity, and the safety of trail users; and promote the economic benefits of outdoor recreation and ecotourism in Florida.

Table 7 summarizes the broad objectives of the plan.

Table 7. Florida Greenways and Trails System Plan

ITEM	OBJECTIVES
FGT1	Delineate regional systems.
FGT2	Strategic investment of resources to advance system completion.
FGT3	Promote and market the Florida Greenways and Trails System to residents and visitors.
FGT4	Establish partnerships and engage stakeholders.

2.4.5 Florida Intelligent Transportation Systems (ITS) Strategic Plan

FDOT has established the Florida Intelligent Transportation Systems Strategic Plan (October 2014)¹² with a mission to enhance the safety, efficiency, and reliability of Florida's transportation system. The purpose of the ITS Strategic Plan is to provide statewide direction and guidance for the FDOT,

¹¹ <https://floridadep.gov/parks/ogt/content/florida-greenways-and-trails-system-plan-and-maps>

¹² <https://www.fdot.gov/traffic/ITS/Projects-Deploy/Strategic-Plan.shtm>

Florida's Metropolitan Planning Organizations, and local governments in planning, programming, and implementing integrated multi-modal ITS elements to maximize the safety and efficiency of Florida's Transportation System. The plan is based on the implementation of a ten-year ITS Cost Feasible Plan. The broad objectives of Florida's ITS Strategic Plan are summarized in **Table 8**.

Table 8. Florida Intelligent Transportation System Strategic Plan

ITEM	OBJECTIVES
ITS1	Promote a safer and more secure transportation system for residents, businesses, and visitors.
ITS2	Promote an enriched quality of life and responsible environmental stewardship.
ITS3	Promote adequate and cost-efficient maintenance and preservation of Florida's transportation assets.
ITS4	Promote a stronger economy through enhanced mobility for people and freight.
ITS5	Promote sustainable transportation investments for Florida's future.

2.4.6 FDOT Planning Emphasis Areas

Consistent with the federal planning factors, FHWA, FTA, and FDOT periodically issue Planning Emphasis Areas (PEAs) in order to encourage transportation planning agencies to give priority to particular issues in the Unified Planning Work Programs (UPWP). MPOs are encouraged to consider the PEAs in modal planning for future system improvements. This may include addressing the PEAs in the LRTP. FDOT provides Planning Emphasis Area guidance on the PEAs that are encouraged to be incorporated (or given priority and emphasis) in the UPWP.¹³

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources. The current Planning Emphasis Areas are summarized in **Table 9**, followed by additional discussion of the three emphasis areas.

¹³ Additional state requirements for LRTPs are summarized in the FDOT MPO Program Management Handbook, Section 4.4.
<http://www.fdot.gov/planning/Policy/metrosupport/Resources/Florida%20Planning%20Emphasis%20Areas%202018%20Final.pdf>

Table 9. State Planning Factors – FDOT Planning Emphasis Areas

ITEM	EMPHASIS AREA	STRATEGY
SP1	Rural Transportation Planning	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
SP2	Transportation Performance Measures	The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. A system performance report will also be required to be included in the LRTPs.
SP3	Automated / Connected / Electric / Shared-Use Vehicles	MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles. [note: see also, Emerging Issues – Mobility on Demand]

2.4.6.1 Rural Transportation Planning

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. Some rural communities in Florida face significant development pressures and need transportation investments to handle growing populations and economic activities. Others simply struggle to maintain their existing transportation system and with providing services to a spread-out community. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

2.4.6.2 Transportation Performance Measures

FHWA has finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. Collectively, the rules address challenges facing the transportation system, including: improving safety, maintaining the condition of the infrastructure, reducing traffic congestions, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. Progress towards meeting the targets will be reported through new and existing mechanisms. MPOs need to account in their UPWP for the effort necessary to satisfy the federal requirements. As MPOs and the state DOTs venture into this first round of target setting and adopting performance measures into our planning products, more emphasis will be placed on this topic area. The cooperative efforts of the



MPOs and state DOT to insure this new planning tool will be effective and well-coordinated will need to be shown in the upcoming UPWPs.

2.4.6.3 ACES (Automated/Connected/Electric/Shared-use) Vehicles

The Federal Highway Administration's website summarizes the disruptive change transportation is undergoing due to new technology and institutions, such as shared mobility firms. Despite the unpredictability of the transportation landscape, planners are under pressure to develop long-range, performance-oriented policies, plans, and investment decisions.

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

The FDOT Office of Policy Planning recently issued guidance for Florida's MPOs as they begin to update their LRTPs to include consideration ACES in the planning process. The guidance may be a catalyst to spark consideration for the MPOs in regard to how ACES can and will be deployed and how it will affect their communities. The guidance provides a framework that MPOs can use within their overall planning that can be incorporated into the update of their LRTPs.

This guidance provides a range of potential fleet mix scenarios to help MPOs understand the likely contributions of different technologies and vehicle types on planning issues, including road design, VMT, parking, transit, urban form, transportation funding sources and safety. This guidance also includes illustrations on which vehicle types are associated with different impacts.

The following is recommended policy language for the 2045 FL-AL LRTP development per the November 29, 2018 report completed by the Florida Department of Transportation and Florida State University Department of Urban & Regional Planning.¹⁴

As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guide ways, clear signage, well-maintained roadways, curb adjustments (for ADA considerations), etc. These changes will improve the safety and efficiency of autonomous vehicles. Safety standards will need to be established and monitored related to personal and vehicle safety and cybersecurity. Coordination between transit agencies and MPOs is essential for efficient adoption. Autonomous transit will allow for

¹⁴ Smith, D., M. Anderson, G. Gordon, C. Ibarra, J. Osburn, R. L. Shelly, R. Wener, J. Crute, J. Jones, and A. Qureshi. *MPO Policy and Planning Guidance for Transit Applications of Automated Vehicles*. Florida Department of Transportation and Florida State University Department of Urban & Regional Planning. 28 Nov 2018.

increased transit ridership leading to a reduction in parking demand and higher density in urban centers. Coordination between land use planning and transportation planning will be necessary as these changes occur.

2.4.7 FDOT Shared Use Non-Motorized (SUN) Trail

Furthering the state's commitment to improving mobility, the Florida Legislature passed measures in 2014 and 2015 to fund the development of multi-use trails. Specifically, Florida Statutes §339.81 established the Shared-Use Non-Motorized (SUN) Trail program. Administered by FDOT, the SUN Trail program provides funding for the development of a statewide system of paved multi-use trails for bicyclists and pedestrians. The SUN Trail network is the paved component of the Florida Greenways and Trails Priority System.

Through a two-tier funding structure, DOT advances the establishment of the trail system by programming the recurring \$25 million allocation to close gaps and complete trails within the Greenways and Trails Priority System. Local sponsors or agencies must secure funding for trailheads, restrooms and other amenities. SUN Trail funded projects will improve the intermodal connectors by closing gaps in the statewide paved trail system to increase the reliability of Florida's transportation system. Broad goals are derived from the Program Selection Criteria¹⁵ and are summarized in **Table 10**.

Table 10. FDOT Shared Use Non-Motorized (SUN) Trail

ITEM	GOALS
SUN1	Enhance the safety of bicyclists, pedestrians, and motorists.
SUN2	Provide trails of regional, state, and national importance.
SUN3	Leverage funding.
SUN4	Blend transportation modes by completing, improving, or enhancing existing facilities to improve mobility.
SUN5	Enhance quality of life, enhance economic opportunities, and provide connectivity to destinations.
SUN6	Facilitate a system of interconnected trails.

2.4.8 Alabama Statewide Transportation Plan (2017)

The Alabama Statewide Transportation Plan¹⁶ is the Alabama Department of Transportation (ALDOT) long-range plan that assesses the State's multimodal transportation system and presents plans for improvement and maintenance. The plan forecasts a minimum of 20 years and involves engagement with both public and private entities. The plan is designed to meet the goals and other requirements

¹⁵ <http://floridasuntrail.com/>

¹⁶ <https://www.dot.state.al.us/oeweb/statewideTransportationPlan.html>

required by federal legislation with its emphasis on performance management. The most recent Statewide Transportation Plan was completed in July 2017. The Alabama Statewide Transportation Plan does not define specific goals or objectives, therefore, a summary table is not presented.

2.4.9 Alabama Strategic Highway Safety Plan (SHSP)

The Alabama Strategic Highway Safety Plan (SHSP) works in concert with other state agencies to reduce serious accidents, injuries, and fatalities on Alabama's roadways.¹⁷ At the state level, the Alabama Statewide Transportation Plan and Alabama Strategic Highway Safety Plan provide the policy foundation for bicycle and pedestrian transportation in the state, emphasizing an improved traffic safety culture and an efficient, interconnected transportation system that supports economic development, preserves the quality of the environment, and enhances quality of life. The SHSP safety emphasis areas and improvement tools, summarized in **Table 11**, support the long-term goal of fatality and injury reduction as part of Alabama's "Toward Zero Deaths (TZD)" strategy, along with the category of improvement identified by the SHSP: Engineering, Enforcement, Education, or Emergency Response. These are known as the "4Es" and represent the four primary disciplines of actions needed to work together for roadway safety.

Table 11. Alabama Strategic Highway Safety Plan: Safety Emphasis Areas

ITEM	FOCUS AREA	"4E" IMPROVEMENT TOOL
1	Driver Behavioral Crashes	Education
1b	Driver Behavioral Crashes: Commercial Motor Vehicles	Enforcement
2	Infrastructure Countermeasures & Lane Departures	Engineering, Education and Enforcement
2b	Lane Departures	Engineering, Education and Enforcement
3	Legislative Initiative	Education
4	Traffic Safety Information Systems	Emergency Response
5	Safety Stakeholder Community	Education

2.4.9.1 Alabama Highway Safety Improvement Program (2015)

The Alabama Highway Safety Improvement Program (HSIP) 2015 Annual Report¹⁸ guides Alabama's compliance with the core federal-aid program, HSIP¹⁹. The purpose of the HSIP is achieving a

¹⁷ https://www.dot.state.al.us/dsweb/divTeds/SafetyPlanning/pdf/SHSP_Summary.pdf

¹⁸ <https://safety.fhwa.dot.gov/hsip/reports/pdf/2015/al.pdf>

¹⁹ 23 U.S.C. 148(h) and 23 C.F.R. 924.15



significant reduction in fatalities and serious injuries on all public roads through a data-driven project selection support, including benefit-cost analyses. The Alabama HSIP reports in four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

In relation to the FL-AL TPO goal of safety and security (see section 3.0 of this document), the Alabama HSIP outlines progress towards achieving safety performance targets regarding (1) number of fatalities, (2) number of serious injuries, (3) fatality rate per HMMVT²⁰, and (4) serious injury rate per HMMVT. These safety performance measures directly align with those adopted by the FL-AL TPO and reflect coordination efforts between each state. Furthermore, safety performance data was presented in connection to Alabama's SHSP emphasis areas related to roadway departures, intersections and older drivers. Data collected over a five-year period between 2010 and 2014 reveal a reduction in all negative incidents, thus positively affecting Alabama's progress towards achieving safety performance targets.

2.4.10 Alabama Statewide Bicycle and Pedestrian Plan

The purpose of the Alabama Statewide Bicycle and Pedestrian Plan 2017²¹ is to establish a vision that supports walking and bicycling as modes of transportation in Alabama. Developed by ALDOT and stakeholders from across the state, the statewide plan guides investments in bicycle and pedestrian facilities and programs that achieve the greatest improvements within limited available funding.

The Alabama Statewide Bicycle and Pedestrian Plan establishes this Vision: Alabama is a state where walking and bicycling are safe, comfortable, and convenient modes of transportation in communities across the state for people of all ages and abilities. Goals and Objectives, identified in Section B.1 of the Plan, are listed in **Table 12**.

²⁰ Hundred Million Vehicle Miles Traveled (HMMVT)

²¹<https://www.dot.state.al.us/oeweb/pdf/bicyclePedestrian/StatewideBicyclePedestrianPlan.pdf>

Table 12. Alabama Statewide Bicycle and Pedestrian Plan Goals & Objectives

ITEM	GOALS	OBJECTIVES
Goal A	Improve safety for bicyclists and pedestrians of all ages and abilities.	1. Identify and address high-priority safety locations and corridors. 2. Educate users on safe interactions among motorists, bicyclists and pedestrians. 3. Implement laws and regulations consistently.
Goal B	Develop complete and connected bicycle and pedestrian systems.	1. Expand and improve bicycle and pedestrian networks along state highway corridors. 2. Incorporate bicycle and pedestrian needs in all phases of project development, routine maintenance, and system preservation.
Goal C	Support state, regional, and local economic development.	1. Link bicycle and pedestrian access to basic goods and services, such as food, education, health care, parks, and transit. 2. Promote bicycle and pedestrian connectivity in major employment and activity centers.
Goal D	Increase travel options for all transportation system users and protect the natural environment.	1. Expand and improve bicycle and pedestrian access to basic goods and services, such as food, education, health care, parks, and transit. 2. Encourage walking and bicycling for shorter everyday trips (e.g., school, shopping, social). 3. Preserve and protect the natural environment.

2.4.11 Alabama Intelligent Transportation Systems (ITS) Strategic Business Plan

ALDOT developed the Intelligent Transportation Systems Strategic Business Plan (2015)²² as a roadmap for the necessary actions and priorities to appropriately guide the ITS system for the following five years. The Mission of the Plan is to use ITS technologies as a cost-effective and efficient means to improve safety and to maximize the overall performance of the transportation system. The core of the ITS architecture is the Regional Transportation Management Center (RTMC) which distributes local control over operations. The purpose of the ITS Strategic Plan is to provide statewide direction and guidance for the ALDOT, Alabama's Metropolitan Planning Organizations, and local governments in planning, programming, and implementing integrated ITS elements to maximize the safety and efficiency of Alabama's Transportation System. Goals of the Plan are listed in **Table 13**.

²² https://algotraffic.com/Content/documents/ALDOT_ITS_Strategi_Business_Plan_Final%20Draft_Updated%20May%202025,%202016.pdf

Table 13. Alabama ITS Goals

ITEM	GOALS
ALITS1	Improve safety through traffic injury and fatality reduction, traffic incident management enhancement, secondary crash reduction and emergency transportation operation enhancement.
ALITS2	Improve and preserve infrastructure condition through infrastructure asset maintenance.
ALITS3	Reduce traffic congestion.
ALITS4	Improve system reliability and efficiency.
ALITS5	Facilitate freight movement.
ALITS6	Support economic vitality.
ALITS7	Improve customer service through real-time, accurate public traveler information, and enhanced coordination and communication between partnering agencies.

2.5 Regional and Local Planning Efforts

While not specifically required by federal or state direction, regional and local planning documents were examined to evaluate policy goals and objectives that have direct relevance to the transportation system. Most plans focused on quality of life, connectivity, land use, transit and economic development improvements based on needs identified through cooperation with the public and other stakeholders. These are further summarized in the following sections.

2.5.1 Comprehensive Economic Development Strategy

The 2018-2022 Comprehensive Economic Development Strategy (CEDS)²³ is a five-year strategy to guide activity and investment to support economic growth in the ECRC region (Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay counties), which is designated as an Economic Development District by the U.S. Economic Development Administration. The CEDS was developed by the West Florida Regional Planning Council, now the Emerald Coast Regional Council.

While not a federal or state requirement to incorporate the CEDS into the LRTP, there are notable aspects of the CEDS that integrate with the LRTP. As such, it is included as a source for regional planning factors.

²³ <http://www.wfrpc.org/wp-content/uploads/2018/01/DRAFT-FINAL-CEDS.pdf>. Developed by the West Florida Regional Planning Council (WFRPC), now known as the Emerald Coast Regional Council (ECRC).

The current CEDS follows the Florida Chamber Foundation's Six Pillars framework with two additional pillars added in response to the local needs of our region: (1) Talent Supply & Education; (2) Innovation & Economic Development; (3) Infrastructure & Growth Leadership; (4) Business Climate & Competitiveness; (5) Civic & Governance Systems; (6) Quality of Life & Quality Places; (7) Environmental Quality, Protection, and Resilience; and (8) Housing. The Planning Factors and Goals of the CEDS are summarized in **Table 14**.

Table 14. Comprehensive Economic Development Strategy

ITEM	PLANNING FACTORS	GOALS
CEDS1	Talent Supply & Education	Connect the talent of West Florida to key industry clusters and ensure a dynamic and diverse workforce for new and growing businesses.
CEDS2	Innovation & Economic Development	Foster robust entrepreneurship and innovation ecosystems to drive future economic growth.
CEDS3	Infrastructure & Growth Leadership ²⁴	Ensure West Florida's economic infrastructure is state-of-the-art and connects communities in every part of the region.
CEDS4	Business Climate & Competitiveness	Strengthen the region's economy through targeted recruitment of new businesses and supporting existing business expansions.
CEDS5	Civic & Governance Systems	Support and sustain statewide and regional partnership to accomplish Florida's economic and quality of life.
CEDS6	Quality of Life & Quality Places	Make West Florida a place appealing to existing residents and visitors as well as to a new generation of talented and creative individuals and companies.
CEDS7	Environmental Quality, Protection, and Resilience ²⁵	Consider resource protection and sustainability as economic imperatives, and incorporate expertise of advocates and practitioners into planning for the future.
CEDS8	Housing	Provide homeownership opportunities and housing variety to meet regional needs.

²⁴ Note: this topic includes Key Strategies: (1) Plan, advocate for, and create modern infrastructure with regional economic impact; and (2) Promote sound planning principles to create efficient transportation systems.

²⁵ Note: This topic includes three (3) Key Strategies (1) Encourage sustainable and efficient transportation systems through support of alternative fuel vehicles; (2) Support capabilities for disaster resilience in communities; and (3) Promote restoration, enhancement, and utilization of the region's waterways and greenways as a catalyst for economic development and improved quality of life. It includes coordination with the Florida Division of Emergency Management Hurricane Loss Mitigation Program, and the West Florida Local Emergency Planning Committee.

2.5.2 Escambia County (FL) Comprehensive Plan

The Escambia County 2030 Comprehensive Plan²⁶ provides for orderly growth management and provides mechanisms for growth management in order to serve the citizens, visitors and property owners of Escambia County to maintain and improve the quality of life for all citizens of the county. With respect to transportation, the following Element is identified: Chapter 8 Mobility. The purpose of the Mobility Element, serving as the Transportation Element, is to establish the desired and projected transportation system in Escambia County and to plan for future motorized and non-motorized traffic circulation systems. This element provides guidelines to prepare for and establish an effective multi-modal transportation system. Goals are listed in **Table 15**. The implementing Objectives and Policies are incorporated by reference.

Military land use compatibility, identified in the 2010 Air Installations Compatible Use Zones (AICUZ) Study²⁷ for Naval Air Station Pensacola and Naval Outlying Field Saufley, are integrated with the Land Use Chapter of the Comprehensive Plan and do not specifically identify transportation goals.

Broad transportation planning factors for the Port of Pensacola and the Pensacola International Airport (PNS) are incorporated into the County Comprehensive Plan. A new Port plan was approved for the Port of Pensacola, Portside Pensacola (April 2019). An updated PNS Master Plan was prepared in December 2018.

Table 15. Escambia County Comprehensive Plan Goals (Chapter 8: Mobility)

ITEM	PLANNING FACTOR	GOALS
ESC1	Transportation	Escambia County will provide a safe, cost-effective and functional roadway and transportation system for all residents and visitors to Escambia County.
ESC2	Transit	Escambia County will encourage the provision and use of a safe, efficient, and financially feasible mass transit transportation system, which is responsive to the community's needs, consistent with land use policies, and environmentally sound and that promotes economic opportunity and energy conservation.
ESC3	Port Facilities	Support the operation and expansion as necessary for port facilities through intergovernmental coordination and in a manner consistent with the goals, objectives, and policies in the Future Land Use, Coastal Management, and Conservation Elements of this plan.
ESC4	Aviation Facilities	Escambia County will provide public aviation facility services sufficient to meet current and future economic development and passenger needs and protect naval aviation facilities.

²⁶ <https://myescambia.com/our-services/development-services/planning-zoning>

²⁷ http://agenda.myescambia.com/docs/2011/COW/20110512_272/831_2010%20AICUZ.pdf

2.5.3 Santa Rosa County (FL) Comprehensive Plan

The Santa Rosa County 2040 Comprehensive Plan²⁸ sets forth the county's policies and guides decision-making related to the physical development of the county. The Transportation Element is found in Section 2 of the plan with a single overarching goal as listed in **Table 16**. Implementation Objectives and Policies are incorporated by reference.

Military and Land Use decisions are included in the Land Use portion of the Plan. Land use decisions resulting from the Joint Land Use Study (JLUS)²⁹ are incorporated elsewhere in the Comprehensive Plan regarding Eglin Air Force Base, Naval Air Station Whiting Field, Naval Outlying Field Choctaw, Naval Outlying Field Harold, and Naval Outlying Field Pace.

Table 16. Santa Rosa County Comprehensive Plan Goals – Transportation Element

ITEM	PLANNING ELEMENT	GOAL
SR1	Transportation	To provide a safe, cost effective, and functional multi-modal transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs with the growth and development of the County.

2.5.4 Baldwin County (AL) Master Plan

The Baldwin County 2013 Master Plan³⁰ guides growth and development in the county. The Master Plan does not include a specific transportation element or chapter or identify specific policy goals regarding transportation. However, the plan provides future land use categories, and the boundaries for the Eastern Shore Metropolitan Planning Organization and the Florida-Alabama Transportation Planning Organization. Specific proposed roads, industrial sites, recreational facilities, rail lines and airports are included in order to provide planning guidance for areas where additional study may be needed.

²⁸ <https://www.santarosa.fl.gov/179/Comprehensive-Plan>

²⁹ <https://www.santarosa.fl.gov/181/Joint-Land-Use-Study-JLUS>

³⁰ <http://baldwincountyal.gov/all-mobile/departments/planning-zoning>

2.5.5 City of Pensacola (FL) Mayoral Transition Committee Report

The City of Pensacola's Mayoral Transition Committee developed a Transition Plan and recommendations for immediate and long-term goals for aspects of city operations. The Report was approved March 4, 2019 and included recommendations in the following topic areas:

- Crime and Safety
- Economic Development
- Education
- Environment
- Finance
- Governance
- Governmental Efficiency
- Legal
- Neighborhoods
- Traffic and Walkability
- Transparency

The recommendations for Traffic and Walkability are summarized in **Table 17**. These measures are included due to the high-level of public visibility and local importance for the City of Pensacola. It should be noted the topic of Complete Streets is incorporated in FL-AL TPO LRTP Objective F.3: Implement complete street and/or context sensitive design into projects.

Table 17. City of Pensacola Mayoral Transition Committee Report

ITEM	TOPIC	RECOMMENDATIONS
PEN1	Complete Streets	Adopt a Complete Streets ordinance, develop a design manual, adopt the Vision Zero safety pledge, develop a Complete Streets Committee, develop a position within the city focused on bicycle-pedestrian issues, Complete Streets objectives, multi-modal alternative transportation, and walkability.
PEN2	Parking	Improve citizen experience for parking in downtown Pensacola.
PEN3	Bicycle Blueprint	Create a detailed map of future bikeways and prioritization framework known as Pensacola Bicycle Blueprint. Create a community-led vision for a connected network of low-stress bikeways by engaging community members from across the city and region, with a focus on equity, diversity, and inclusion.
PEN4	Walkability and Livability	Complete a pedestrian-bicycle corridor network. Establish a multi-modal transit hub in downtown Pensacola in partnership with Escambia County Area Transit (ECAT) and the Downtown Improvement Board (DIB). Develop closer relations between ECAT and City Hall. Fill street lighting gaps. Partner with School District on a revived Safe Routes to School program.

2.5.6 City of Milton (FL) Comprehensive Plan

The City of Milton Comprehensive Plan was adopted June 15, 2015 and last updated in 2017.³¹ The Comprehensive Plan is the City's road-map for future change and growth and details how the City will accommodate future population and employment growth. **Table 18** summarizes the Planning Factors and Goals of the Transportation Element.

Table 18. City of Milton Comprehensive Plan – Transportation Element

ITEM	PLANNING FACTORS	GOALS
M1	Facilities and Services	The City shall ensure that transportation facilities and services, needed to support development, are available concurrently with the impacts of such development in order to protect investments in existing transportation facilities and services, maximize the use of the facilities and services, and promote orderly compact growth.
M2	Regional Connectivity	Coordinate with regional transportation entities to ensure maximum connectivity between regional transportation systems and the City of Milton.
M3	Environmental Protection	Maintain an environmentally sustainable transportation system that preserves sensitive habitat, protects natural resources and meets air quality requirements.
M4	Multi-Modal	The City shall strive to develop, maintain, and operate a balanced, flexible, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the community.
M5	Pedestrian	The City should recognize pedestrian movement as a basic means of circulation and assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities.
M6	Parking	The City shall ensure adequate parking in commercial areas in order to support economic growth, while maintaining consistency with roadway design and pedestrian circulation goals.
M7	Land Use	The City shall actively influence its future character by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.

³¹ <https://www.cityofmilton.net/departments/planning-and-community-development/2015-comprehensive-plan-update/>

2.5.7 Perdido Key (FL) Master Plan

The Perdido Key Master Plan³² was adopted by the Escambia Board of County Commissioners on June 2, 2016. The Perdido Key Master Plan is based on public input, planning initiatives, existing development, physical and environmental characteristics, and social and economic conditions. It is a comprehensive document that guides development and future growth of the community. It includes analysis, recommendations and proposals for housing, transportation, facilities, land use and economy and identifies two Planning Factors and Goals listed in **Table 19**.

Table 19. Perdido Key Master Plan

ITEM	PLANNING FACTORS	GOAL
PK1	Urban Form	Pedestrian and Auto-Oriented Streets.
PK2	Speed	Walkability, Thoroughfare Retrofit, and Pedestrian Crossings.

2.5.8 City of Gulf Breeze (FL) Master Plan

The City of Gulf Breeze Master Plan³³ (also called *Most Livable City Plan*) was developed to: (1) create a long-term vision for economic development, (2) mitigate traffic impacts, (3) maintain and protect the quality of life for residents and businesses, and (4) create community consensus for future decisions. The plan identifies broad Planning Factors and Goals, listed in **Table 20**.

Table 20. City of Gulf Breeze Master Plan

ITEM	PLANNING FACTOR	GOAL
GB1	Traffic	Move Traffic.
GB2	Revenue	Business Revenue.
GB3	Safety	Pedestrian Safety and Comfort.
GB4	Community	Create Community Gathering Places.
GB5	Diversity	Diversify Business Mix.

³² <https://myescambia.com/perdido-key/perdido-key-master-plan>

³³ <http://cityofgulfbreeze.us/wp-content/uploads/2013/09/Final-Draft-Most-Livable-City-Plan.pdf>



2.5.9 City of Orange Beach (AL) Transportation Master Plan

The City of Orange Beach Transportation Master Plan was adopted in July 2007 to provide a vision for the community and transportation facilities necessary to maintain a high level of mobility throughout the city. The overall objective is to enhance local traffic flow and connectivity. Specific goals and objectives are not identified.

2.5.10 City of Orange Beach (AL) Community Preservation and Growth Management Plan

The City of Orange Beach Community Preservation and Growth Management Plan was adopted in November 2006.³⁴ The overall objective, listed in **Table 21**, is to maintain and advance Orange Beach as a Resort Destination.

Table 21. City of Orange Beach Community Preservation and Growth Management Plan

ITEM	Objective
COB1	Provide a safe and efficient transportation system for all residents and visitors, creating a pedestrian oriented environment and creating some form of mass transit to lessen dependence on the automobile.

2.5.11 Northwest Florida Transportation Corridor Authority

The Northwest Florida Transportation Corridor Authority Master Plan³⁵ was adopted in 2013 with subsequent amendments. Established by the Florida State Legislature in 2005, the Northwest Florida Transportation Corridor Authority (NFTCA) was created to serve as a regional transportation authority tasked with improving mobility in Northwest Florida. The general area of responsibility geographically spans eight counties including Escambia, Santa Rosa, Okaloosa, Walton, Bay, Gulf, Franklin and Wakulla Counties. The mission is to improve mobility, promote economic development, enhance traveler safety, identify and develop hurricane evacuation routes, and implement transportation projects to alleviate traffic. NFTCA goals and objectives are defined in Florida Statute §343.82, and are summarized in **Table 22**.

³⁴ <https://www.orangebeachal.gov/departments/community-dev/about>

³⁵ <http://www.nwftca.com/documents.html>

Table 22. Northwest Florida Transportation Corridor Authority Master Plan

ITEM	PLANNING FACTORS	GOALS AND OBJECTIVES
NFTCA1	Support of Regional Plans / Projects	Identify areas of the region where mobility, traffic safety, and efficient hurricane evacuation need to be improved.
NFTCA2	Economic Development	Evaluate the economic development potential of the region and consider strategies to develop that potential.
NFTCA3	Regional Partnerships	Develop methods of building partnerships with local governments, other state and federal entities, the private sector business community, and the public in support of improvements.
NFTCA4	Projects	Identify projects that will accomplish these goals and objectives.

2.5.12 Escambia County (FL) Mid-West Sector Plan

The Escambia County Mid-West Sector Plan, Detailed Specific Area Plan, began in March of 2007 for an approximately 16,000-acre area in central Escambia County. The final document was adopted by the Board of County Commissioners (Ordinance 2011-29) on September 15, 2011³⁶ and identifies the following adopted goals, objectives, and policies with respect to transportation as summarized in **Table 23**.

Table 23. Escambia County Mid-West Sector Plan

ITEM	PLANNING FACTORS	GOALS AND OBJECTIVES
ESP1	Sustainable Development	Escambia County shall utilize the Optional Sector Plan process to encourage cohesive and sustainable development patterns within central Escambia County emphasizing urban form and the protection of regional resources and facilities.
ESP2	Transportation	Create a highly interconnected, multi-modal transportation system that efficiently links housing to employment and retail opportunities.
ESP3	Mobility	Develop a hierarchy of transportation corridors that would increase mobility and accessibility within the Optional Sector Plan while respecting existing residential development.
ESP4	Bicycle and Pedestrian	Create an interconnected and accessible pedestrian and bicycle network.
ESP5	Vehicle Trips	Reduce vehicle trips and vehicle miles traveled through the use of compact, mixed-use and transit-oriented development patterns.

³⁶ <https://myescambia.com/our-services/development-services/planning-zoning/optional-sector-plan>

2.5.13 South Santa Rosa (FL) Bicycle-Pedestrian Plan

The South Santa Rosa Bicycle-Pedestrian Plan (May 2015)³⁷ was developed in partnership between the West Florida Regional Planning Council and Santa Rosa County to develop bicycle-pedestrian master plan for the unincorporated area of southern Santa Rosa County. This plan incorporates bicycle and pedestrian improvements, both identified and existing, and promotes connectivity between the systems while seeking to improve overall bicycle and pedestrian safety along the US 98 corridor. This plan synthesizes the various bicycle and pedestrian activities related to multi-modal mobility, quality of life, tourism promotion, safety, connectivity, health, education, and environmental concerns. It identifies 18 segments of two recreational loops, detailing needed projects and status of pending projects, as well as recommends eight strategies to further objectives. The broad goals and objectives are summarized in **Table 24**.

Table 24. South Santa Rosa Bicycle-Pedestrian Plan

ITEM	GOALS AND OBJECTIVES
SSRBP1	Provide a mapped bicycle loop route and/or grid that is both an alternative to automobile travel on US 98 as well as a quality of life and tourism enhancing recreational route.
SSRBP2	Analyze existing bicycle/pedestrian plans to determine priorities based on identified goals and appropriate linkages.
SSRBP3	Integrate transportation and land use decisions and identify funding strategies for the development of the plan.

2.5.14 Pensacola Beach (FL) Master Plan

The Santa Rosa Island Authority and Escambia County prepared a Master Plan for Pensacola Beach in 2010 to review and resolve issues related to entry to the beach, the toll booth facilities, traffic, parking, pedestrian access, water ferry transportation, landscape, lighting, nature based tourism, and signage. **Table 25** summarizes the broad Planning Components and Program Goals.

³⁷ http://www.wfrpc.org/TA/SSRBPP_Final_Plan.pdf

Table 25. Pensacola Beach Master Plan

ITEM	PLANNING COMPONENTS & PROGRAM GOALS
PBMP1	Develop an entry statement.
PBMP2	Establish a safe, friendly pedestrian environment.
PBMP3	Re-work traffic circulation and parking.
PBMP4	Examine opportunities for water-based transportation and entertainment, outdoor recreation, and eco-tourism activities, entertainment and special events / programs and overall beautification and character enhancement.
PBMP5	Maintain the unique identify of Pensacola Beach.
PBMP6	Enhance aesthetic quality and beautification.
PBMP7	Increase public access to the waterfront.
PBMP8	Understand the carrying capacity for the beach.
PBMP9	Focus on transportation, specifically, transportation or mobility items associated with circulation, congestion, and parking shortage / need vs. parking reallocation.

2.5.15 Pensacola Beach (FL) Congestion Management Plan

The Santa Rosa Island Authority and Escambia County developed the Pensacola Beach Congestion Management Plan (May 2010)³⁸ for a long-term congestion management strategy for Pensacola Beach and its immediate vicinity. Short-term design / construction projects were identified. Long-term congestion project alternatives were identified focusing on roundabout options. Broad long-term goals are listed in **Table 26**.

Table 26. Pensacola Beach Congestion Management Plan

ITEM	Goals and Objectives
PBCMP1	Relieve traffic congestion.
PBCMP2	Identify options for pedestrian and vehicular traffic management.
PBCMP3	Optimize parking in the core area.
PBCMP4	Explore the need for additional trolley route locations and increased service frequency.
PBCMP5	Research a park-and-ride trolley.
PBCMP6	Determine funding sources.

³⁸ <https://myescambia.com/pensacola-beach/congestion-management-plan/developing-a-congestion-management-plan>

https://myescambia.com/docs/default-source/sharepoint-public-works/pensacola-beach-congestion-management-plan_final_5-30-17.pdf

2.5.16 Milton (FL) Bagdad Riverfront Master Plan

The City of Milton developed a Riverfront Master Plan in coordination with the Village of Bagdad (August 2013) for the Blackwater River frontages. It establishes a Vision and Goals. The riverfront in Milton and Bagdad is the attraction that brings life to the community and sets it apart from other places. The vision for the future of the riverfront is to connect residents and visitors to the Blackwater River to provide experiences that enhance quality of life and connect environment and history. The goals are summarized in **Table 27**.

Table 27. Milton Bagdad Riverfront Master Plan

ITEM	GOALS
MBRMP1	Identity & Community Character. Enhance the qualities that define the identity of Milton and Bagdad by promoting design and development that is compatible with community character.
MBRMP2	Economic Development. Leverage community assets and future capital improvements to promote economic development, encourage private sector investment, and stimulate revitalization.
MBRMP3	Environmental Quality. Protect the integrity of the Blackwater River ecosystem through preservation and education.
MBRMP4	Arts, Culture, & Heritage. Promote arts, culture, and heritage as defining features of the community to enhance identify and support tourism.
MBRMP5	Connectivity. Improve the experience of moving through the community by enhancing access and connectivity destinations, activity areas, and attractions.

2.5.17 Pace-Pea Ridge (FL) Bicycle-Pedestrian Plan

Santa Rosa County, in coordination with the West Florida Regional Planning Council (now the Emerald Coast Regional Council), prepared the Pace-Pea Ridge Bicycle-Pedestrian Plan (2017)³⁹ to promote connectivity between the systems and to improve overall bicycle and pedestrian activities related to multi-modal mobility, quality of life, safety, connectivity, health, education and environmental concerns. Goals were developed under the four strategies of: maintenance, signage, linking the plan to the County's comprehensive plan and land development code, and education and safety programs. The goals are summarized in **Table 28**.

³⁹ <https://www.pacepearidgebikepedplan.org/#!>

Table 28. Pace-Pea Ridge Bicycle-Pedestrian Plan – Goals and Objectives

ITEM	GOALS
PPRBPB1	Determine area needs and wants in regards to either non-motorized transportation alternatives or recreational bicycle, or pedestrian facilities.
PPRBPB2	Analyze existing bicycle/pedestrian plans and programs and determine priorities based on identified and formulated goals and appropriate linkages.
PPRBPB3	Integrate transportation and land use decisions and identify funding strategies for the development of the plan including prioritization of existing projects.

2.5.18 Pensacola (FL) Waterfront Framework Plan

A public-private partnership of the City of Pensacola and the Center for Civic Engagement, a joint initiative of the *Pensacola News Journal* and the Studer Community Institute, coordinated the development of a waterfront framework plan (June 2019). The plan was developed with substantial public input and received funding support of the City Council for implementation of the two primary project recommendations: recreational and environmental restoration at Bruce Beach, and a “Hashtag” Connector project for streetscape improvements along Palafox, Jefferson, Main, and Cedar Streets including narrowing traffic lanes, planted medians widened sidewalks, and buffered bike lanes. Goals are listed in **Table 29**.

Table 29. Pensacola Waterfront Framework Plan

ITEM	GOALS
PWF1	Create a more connected public realm.
PWF2	Highlight and celebrate local ecology.
PWF3	Promote equity and inclusion in public space.
PWF4	Leverage opportunities for economic development.
PWF5	Apply a new model for outreach and civic engagement.
PWF6	Identify actionable and implementable projects.

3.0 Developing Goals and Objectives for 2045

The following is a synopsis of the process used to develop the 2045 Goals and Objectives.

- New and updated federal and state requirements were evaluated for policy-level changes (summarized in **Sections 2.1, 2.2, and 2.4**).
- In addition to the standard federal and state requirements, the results of the FL-AL TPO Federal Certification were reviewed and incorporated (summarized in **Section 2.3**).
- As a new element for the 2045 Goals and Objectives, additional evaluation was prepared for other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy (summarized in **Section 2.4 and 2.5**).⁴⁰
- The 2040 Goals and Objectives (**Appendix A**) were edited to suggest recommended changes for review by ECRC staff and the Steering Committee. The formation and composition of the Steering Committee is provided in **Appendix B**.
- The Steering Committee met twice to review and discuss the new requirements and recommended changes. Additional input was provided by the Steering Committee in both meetings. The Steering Committee meetings and results are summarized in **Appendix C** (Meeting 1) and **Appendix D** (Meeting 2).
- The draft Goals and Objectives were presented the FL-AL Transportation Planning Organization on June 12, 2019; including presentation to the Technical Coordinating Committee on June 10, 2019; and the Citizens Advisory Committee on June 11, 2019 (**Appendix E**).
- A public meeting was held on June 13, 2019 to review the Steering Committee recommendations. Prior to the public meeting, notice was also provided to the environmental agencies and Tribes. Additional public input was received and incorporated (**Appendix F**).
- The Steering Committee recommendation, as modified by the public input and comment received following the June TPO and Committee review, was sent to the FL-AL TPO and Committees (Citizens Advisory Committee, and Technical Coordinating Committee) for final action at the July 2019 meetings (**Appendix G**).
- The 2045 Goals and Objectives were adopted by the FL-AL TPO on July 10, 2019 at the recommendation of the Committees as Resolution FL-AL 19-16 (**Appendix H**).

Following is narrative describing the changes that occurred at the various stages of review summarized above.

⁴⁰ Project-specific plans were not reviewed (such as FDOT Project Development and Environment Studies) as they do not generally set policy-level direction but rather focus on project-specific issues which will be carried forward in the Needs Plan.



A Steering Committee was developed and approved by the FL-AL TPO in December 2018. The formation and composition of the Steering Committee is provided in **Appendix B**. The 2045 LRTP Steering Committee met on two occasions to review and refine the goals and objectives.

- Meeting 1: March 26, 2019; 10 a.m. – 12 p.m., Pensacola City Hall
- Meeting 2: April 23, 2019; 8 a.m. – 9 a.m., Pensacola City Hall.

At the first meeting, recommendations were made to:

- Modify **Goal E** to add “supports and sustains economic vitality” at the recommendation of a member of the public in attendance.
- Modify **Objective E.4** to add small businesses.
- Move **Objective E.5** to **Objective D.7** as a new objective.

Based on comments received following the first meeting (March 26, 2019), the following recommendations were received:

- Modify 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, trails (paddling, land, and greenways), ferry service and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS).
- Modify Objective F.5: Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, ~~the~~ integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users, into transportation systems.

At the second meeting (April 23, 2019), recommendations were made to:

- Modify **Goal D** to add: “A transportation system that is multimodal, integrated, connected, and innovative.”
- Modify **Goal E** to change “supports and promotes economic vitality.”
- Modify **Objective E.4** to change “small” to “local” businesses.



At the conclusion of the second meeting, the Steering Committee was ready to advance the draft to the TPO and Committees and a public workshop. The draft Goals and Objectives were presented the FL-AL Transportation Planning Organization on June 12, 2019; including presentation to the Technical Coordinating Committee on June 10, 2019; and the Citizens Advisory Committee on June 11, 2019. A public meeting was held on June 13, 2019 at the Marie Ella Davis Community Center, 16 Raymond St, Pensacola, FL 32507. At the public workshop, the following recommended changes were proposed:

- **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, trolleys, automobile, bicycle facilities, trails (paddling, land, and greenways), ferry and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
- **Objective D.5:** Expand transit services to improve accessibility, availability and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn program.

At the conclusion of the public meeting, the draft was presented to the TPO and Committees at the July 2019 meetings for approval. During the course of the review at the Technical Coordinating Committee, the following was stated by the Emerald Coast Utilities Authority:

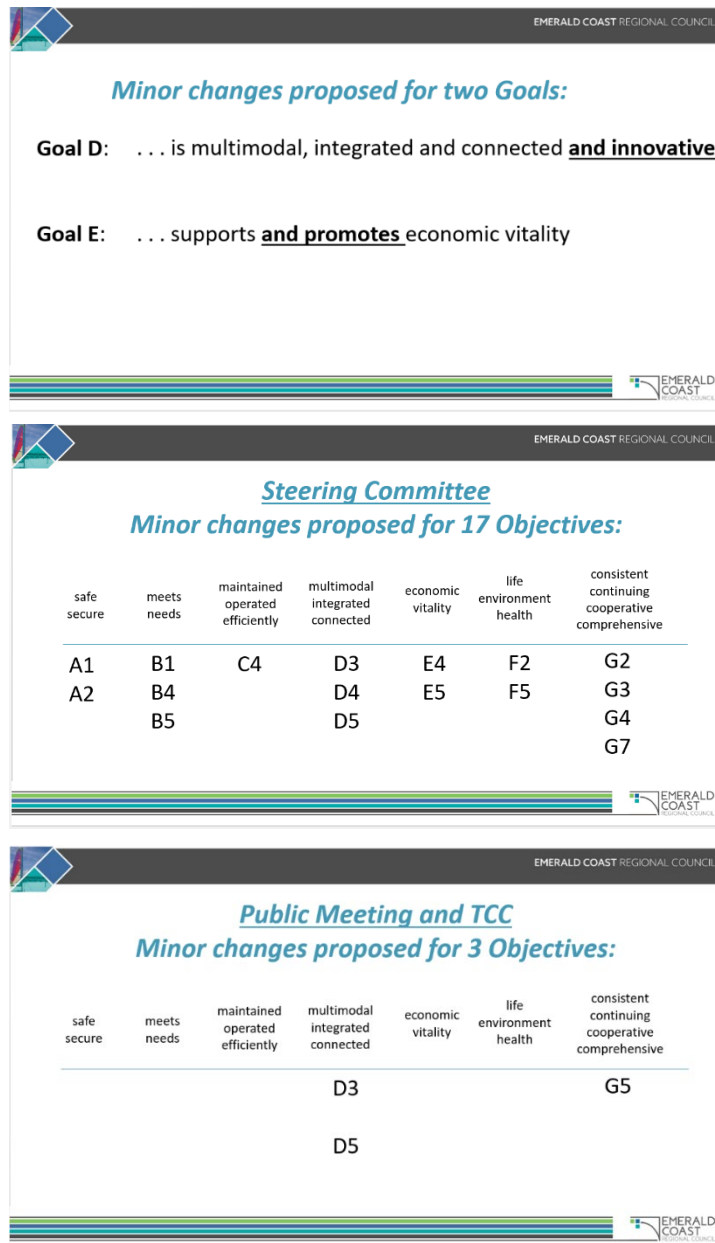
- The public needs and requires utility upgrades and expansions that coincide with the needs, scope, and timing of roadway upgrades. TPO's and roadway agencies are encouraged to recognize the value of providing ROW space and roadway contract time to accommodate utility relocations, upgrades, and expansions. Holistic planning that incorporates the utility industry as a partner from initial project concept through construction will help deliver a more comprehensive, successful, and timely project to the public.

As a result of the Emerald Coast Utilities Authority input, the following change was incorporated:

- **Objective G.5:** Involve regulatory agencies (including but not limited to Transportation, Environmental, Tribal, and Utilities) and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.

Based on review of the 2040 Goals and Objectives, and review of the Federal, state, local, and regional planning documents and requirements, a summary of the changes is presented below recommending two minor changes to the Goals, and 20 minor changes to the Objectives. The FL-AL TPO and Committees reviewed the draft in June 2019 (**Appendix F**) and adopted the final on July 10, 2019 (**Appendix H**) with issuance of Resolution FL-AL 19-16 (**Appendix I**).

Figure 3. Summary of Changes



4.0 Goals and Objectives (2045)

The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the FL-AL TPO 2045 LRTP. These statements will guide the development of the plan update. For the 2045 LRTP, the vision and mission statements are continued from the 2040 LRTP. The 2045 Goals and Objectives as adopted by the FL-AL TPO in July 2019 are listed in **Table 30**.

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

Mission: The Florida-Alabama TPO 2045 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.

Table 30. 2045 Goals and Objectives (Adopted)

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), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measure. Identify methods to monitor and evaluate performance. Include a System Performance Report.
Objective A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and 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	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	Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.
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).
Objective B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identify an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.
Objective B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS) ⁴¹]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.
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). Identify recommendations for new Corridor Management Studies, and incorporate results from previous Corridor Management Studies.

⁴¹ Includes Automated and Connected Vehicles, and Autonomous Vehicles.

GOAL D:**A Transportation System that Is Multimodal, Integrated, Connected, and Innovative**

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, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS], and Automated Driving Systems [ADS] ⁴²).
Objective D.4	Integrate transportation modes to increase accessibility and 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. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.
Objective D.6	Advance the flow of traveler information (such as innovative technology).
Objective D.7	Seek opportunities to provide a passenger rail system.

GOAL E:**A transportation system that supports and promotes 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, local businesses, schools, health care facilities, and tourism destinations.
Objective E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

⁴² Includes Automated and Connected Vehicles, and Autonomous Vehicles.

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) and identify potential environmental mitigation.
Objective F.3	Implement complete street and/or context sensitive design into projects.
Objective F.4	Improve para-transit services.
Objective F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users 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, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.
Objective G.3	Ensure consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).
Objective G.4	Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.
Objective G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Tribal, and Utilities) and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.
Objective G.6	Coordinate with health and education planning efforts to ensure holistic community planning (economic, health, education, etc).
Objective G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.

5.0 Incorporation of Planning Factors

5.1 Federal Requirements

Table 31 shows how the required federal Planning Factors were included in the strategies of 2045 LRTP. An “x” indicates the Objective **fulfills** the Goal.

Table 31. Incorporation of Planning Factors – Federal Requirements

FEDERAL PLANNING FACTORS											
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal A: Safe and Secure											
Objectives	A.1	x	x	x	x			x	x		
	A.2	x									
	A.3	x	x						x	x	
	A.4	x	x					x			
	A.5	x	x							x	
	A.6	x	x				x		x	x	
	A.7	x	x				x			x	
	A.8	x	x			x			x	x	
	A.9	x	x							x	
Goal B: Meets User Needs											
Objectives	B.1							x	x		
	B.2			x		x	x		x		
	B.3	x		x		x			x		
	B.4								x		
	B.5								x		

FEDERAL PLANNING FACTORS											
	SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM	
	1	2	3	4	5	6	7	8	9	10	
<i>Goal C: Maintained and Operated Efficiently</i>											
Objectives	C.1				x			x			
	C.2	x	x		x			x			
	C.3	x			x			x	x		
	C.4				x		x	x			
<i>Goal D: Multimodal, Integrated, Connected</i>											
Objectives	D.1			x			x	x			
	D.2		x								
	D.3	x	x	x		x	x	x		x	
	D.4			x			x				
	D.5		x	x	x		x			x	
	D.6		x			x		x			
	D.7					x				x	
<i>Goal E: Economic Vitality</i>											
Objectives	E.1		x			x		x			
	E.2		x		x	x		x			
	E.3		x			x					
	E.4		x	x						x	
	E.5			x							

FEDERAL PLANNING FACTORS											
		SAFETY	SECURITY	ACCESSIBILITY & MOBILITY	MULTIMODAL CONNECTIVITY	SYSTEM PRESERVATION	ECONOMIC VITALITY	ENVIRONMENTAL QUALITY	SYSTEM EFFICIENCY	RESILIENCY & RELIABILITY	TRAVEL & TOURISM
		1	2	3	4	5	6	7	8	9	10
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users											
Objectives	F.1	x						x			
	F.2							x		x	
	F.3	x						x			
	F.4			x	x						
	F.5	x		x	x		x	x			x
	F.6	x		x	x	x		x	x		
Goal G: Consistent, Continuing, Cooperative, Comprehensive											
Objectives	G.1			x	x			x	x		
	G.2		x	x	x		x	x	x		
	G.3				x				x		
	G.4				x			x			
	G.5							x	x		
	G.6	x	x	x	x			x			
	G.7										

5.2 Federal Expectations and Emerging Issues

Table 32 shows how the required federal expectations and emerging issues were included in the strategies of 2045 LRTP. An "x" indicates the Objective **fulfills** the Goal. Goal E18 is optional and does not include Objectives to implement the goal (as indicated with a "-").

Table 32. Incorporation of Planning Factors – Federal Expectations and Emerging Issues

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
	PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal A: Safe and Secure																		
Objectives	A.1				x			x			x							-
	A.2				x			x										-
	A.3				x								x					-
	A.4				x													-
	A.5												x					-
	A.6												x					-
	A.7												x					-
	A.8												x					-
	A.9												x					-
Goal B: Meets User Needs																		
Objectives	B.1							x										-
	B.2							x										-
	B.3							x										-
	B.4							x										-
	B.5									x		x						-

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
	PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal C: Maintained and Operated Efficiently																		
Objectives	C.1			x														-
	C.2			x														-
	C.3						x											-
	C.4							x										-
Goal D: Multimodal, Integrated, Connected																		
Objectives	D.1																x	-
	D.2					x											x	-
	D.3									x	x	x					x	-
	D.4					x			x								x	-
	D.5								x									-
	D.6											x						-
	D.7									x								-
Goal E: Economic Vitality																		
Objectives	E.1					x												-
	E.2					x												-
	E.3									x								-
	E.4												x					-
	E.5									x								-

FEDERAL EXPECTATIONS & EMERGING ISSUES																		
	PUBLIC INVOLVEMENT	TRIBAL / AGENCY CONSULTATION	MEASURES OF EFFECTIVENESS	FISCAL CONSTRAINT	STRATEGIC HIGHWAY SAFETY PLAN	FREIGHT	ENVIRONMENTAL MITIGATION	CONGESTION MANAGEMENT	AMERICANS WITH DISABILITIES ACT	MULTIMODAL FEASIBILITY	TRANSIT ASSET MANAGEMENT	MOBILITY ON DEMAND	AGENCY CONSULTATION	SUMMARY OF PUBLIC INVOLVEMENT	IMPACT ANALYSIS / DATA VALIDATION	FDOT REVENUE FORECAST	SUSTAINABILITY / LIVABILITY	SCENARIO PLANNING
	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users																		
Objectives	F.1																X	-
	F.2						X										X	-
	F.3																X	-
	F.4																X	-
	F.5																X	-
	F.6																X	-
Goal G: Consistent, Continuing, Cooperative, Comprehensive																		
Objectives	G.1		X														X	-
	G.2	X	X										X	X				-
	G.3		X														X	-
	G.4	X		X										X	X			-
	G.5	X	X															-
	G.6																X	-
	G.7				X											X		-



6.0 **Appendices**

Appendix A: 2040 Goals and Objectives

Appendix B: 2045 Steering Committee Formation

Appendix C: 2045 Steering Committee #1

Appendix D: 2045 Steering Committee #2

Appendix E: 2045 Draft Goals and Objectives for Review

Appendix F: 2045 Public Meeting

Appendix G: 2045 Final Goals and Objectives for Approval

Appendix H: 2045 Goals and Objectives Approval Resolution

Appendix A: 2040 Adopted Vision, Mission, Goals & Objectives (January 2015)

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 competitiveness, 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.

Goals & 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.).

6.0 **Appendices**

Appendix A: 2040 Goals and Objectives

Appendix B: 2045 Steering Committee Formation

Appendix C: 2045 Steering Committee #1

Appendix D: 2045 Steering Committee #2

Appendix E: 2045 Draft Goals and Objectives for Review

Appendix F: 2045 Public Meeting

Appendix G: 2045 Final Goals and Objectives for Approval

Appendix H: 2045 Goals and Objectives Approval Resolution

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

Goals & 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.).



Appendix B: 2045 Steering Committee Formation

P.O. Box 11399 • 32524-1399 Pensacola, FL | 4081 E. Olive Road-Suite A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 | www.wfrpc.org

TRANSPORTATION PLANNING ORGANIZATION MEETINGS
PLEASE NOTE TPO, TCC AND CAC MEETING DATES AND LOCATIONS

Monday, December 10, 2018

Technical Coordinating Committee (TCC)- 8:30 a.m. | Citizens' Advisory Committee (CAC)- 10:30 a.m.
Pensacola City Hall, 222 West Main Street, Pensacola, Florida

Wednesday, December 12, 2018

Transportation Planning Organization (TPO) Board-9:00 a.m.
Tiger Point Community Center, 1370 Tiger Point Lane, Gulf Breeze, Florida

- A. **CALL TO ORDER / PLEDGE / INVOCATION-** *Chairman Jeff Bergosh*
- B. **APPROVAL OF AGENDA**
Any new action items to be added to the agenda must be approved by a vote of two thirds (2/3) of the TPO members present.
- C. **PUBLIC FORUM**
Please obtain a speaker request form from WFRPC staff. Speakers are asked to limit their remarks to five minutes.
- D. **FDOT/ALDOT UPDATES:**
FDOT: Mr. Bryant Paulk, AICP, or Ms. Christy Johnson, AICP, Florida Department of Transportation (FDOT) Urban Liaisons
ALDOT: Mr. Vincent Beebe, P.E., Alabama Department of Transportation (ALDOT)
- E. **CONSENT:**
 - 1. **ALL COMMITTEES:** Approval of September 2018 Meeting Minutes
- F. **ACTION:**
 - 1. **ENCLOSURE A- ALL COMMITTEES (TPO ROLL CALL VOTE REQUIRED)** Consideration of Resolution FL-AL 18-32 Accepting the FDOT Fiscal Years 2020-2024 Tentative Work Program- *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*

2. **ENCLOSURE B- ALL COMMITTEES (TPO ROLL CALL VOTE REQUIRED)** Consideration of Resolution FL-AL 18-36 Amending the FY 2019-2023 Transportation Improvement Program to Add the Design Phase for SR 750 (Airport Boulevard) From Cobble View Drive to SR 289 (9th Avenue), Lighting Project as Financial Project Identification (FPID) Number 4443471 in FY 2018/2019 in the Amount of \$65,786- *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
3. **ENCLOSURE C- ALL COMMITTEES (TPO ROLL CALL VOTE REQUIRED)** Consideration of Resolution FL-AL 18-37 Amending the FY 2019-2023 Transportation Improvement Program to Add the Construction Phase for SR 750 (Airport Boulevard) From Cobble View Drive to SR 289 (Ninth Avenue), Lighting Project as Financial Project Identification (FPID) Number 4443472 in FY 2018/2019 in the Amount of \$77,435- *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
4. **ENCLOSURE D- ALL COMMITTEES (TPO ROLL CALL VOTE REQUIRED)** Consideration of Resolution FL-AL 18-34 Amending the FY 2019-2023 Transportation Improvement Program to Add the PD&E Phase for CR 99 (Beulah Road) From SR 10 (US 90A) Nine Mile Road to Frank Reeder Road, Capacity Improvement Project as Financial Project Identification (FPID) number 4331132 in FY 2018/2019 in the Amount of \$367,500- *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
5. **ENCLOSURE E- ALL COMMITTEES (TPO ROLL CALL VOTE REQUIRED)** Consideration of Resolution FL-AL 18-35 Amending the FY 2019-2023 Transportation Improvement Program to Add the PD&E Phase for CR 99 (Beulah Road) from Frank Reeder Road to Isaac Lane, Capacity Improvement Project as Financial Project Identification (FPID) Number 4331133 in FY 2018/2019 in the Amount of \$157,500- *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
6. **ENCLOSURE F- ALL COMMITTEES (TPO ROLL CALL VOTE REQUIRED)** Consideration of Resolution FL-AL 18-38 Amending the FY 2019-2023 Transportation Improvement Program to Add the PD&E Phase for SR 8 (I-10) from SR 281 (Avalon Boulevard) to Okaloosa County Line, Capacity Improvement Project as Financial Project Identification (FPID) Number 4130624 in FY 2018/2019 in the Amount of \$3,080,000- *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
7. **ENCLOSURE G- ALL COMMITTEES** Consideration of Resolution Florida-Alabama 18-39 Amending the FY 2019-FY 2020 Unified Planning Work Program (UPWP) to Apply Certain Overhead Costs to Task A.1, Administration- *Ms. Mary Beth Washnock, WFRPC Transportation Manager*
8. **ENCLOSURE H- ALL COMMITTEES** Appointment of the FL-AL TPO 2045 Long Range Transportation Plan Steering Committee – *Mr. Gary Kramer, WFRPC Staff*

ENCLOSURE H ALL COMMITTEES

SUBJECT: Appointment of the FL-AL TPO 2045 Long Range Transportation Plan Steering Committee

ORIGIN OF SUBJECT: 23 Code of Federal Regulations Section 134(i)(2), Chapter 339.175 (6) Florida Statutes, Florida–Alabama TPO Unified Planning Work Program (UPWP) Task C.2

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: A Long Range Transportation Plan (LRTP) is a basic requirement of the TPO's continuing, cooperative and comprehensive transportation planning process. Federal regulations require an LRTP to be updated at least every five years in air quality attainment areas. The 2040 LRTP was adopted on November 3, 2015. Therefore, the 2045 LRTP needs to be adopted by November 3, 2020. The purpose of the 2045 LRTP is to confirm the plan's validity and consistency with current and forecast transportation and land use conditions and trends. A 20-year planning horizon at plan adoption is a requirement of Long Range Transportation Plans. There are three important elements for an LRTP: Goals and Objectives, Needs Plan, and Cost Feasible Plan.

A steering committee will be meeting periodically to review and comment on various draft products of the 2045 LRTP. It is recommended that a maximum of four members from both the TCC and CAC be members of the steering committee. Other agencies will also be requested to be members including but not limited to ALDOT, FDOT, freight, tribal agencies, state agencies responsible for land use management, natural resources, environmental protection, and historical preservation.

Attached are the following:

- FL-AL TCC Roster
- FL-AL CAC Roster

RECOMMENDED ACTION: Appointment of a maximum of 4 members from the TCC and a maximum of 4 members from the CAC be members of the 2045 Long Range Transportation Plan Steering Committee. This action is recommended to provide oversight as well as review and comment on the 2045 Long Range Transportation Plan products prior to being presented to the full TPO, TCC, and CAC. Please contact Mr. Gary Kramer, WFRPC staff, at gary.kramer@wfrpc.org or (850) 332-7976 Ext, 219 if additional information is needed.

2045 FL-AL LRTP STEERING COMMITTEE

NAME

E-MAIL

FDOT

Bryant Paulk	bryant.paulk@dot.st.fl.us
Christy Johnson	christy.johnson@dot.state.fl.us
Rickey Fitzgerald (freight)	rickey.fitzgerald@dot.state.fl.us

ALDOT

Vince Beebe	beebev@dot.state.al.us
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PENSACOLA NAVAL AIR STATION

Steve Opalenik	Stephen.j.opalenik@navy.mil
----------------	--

WHITING FIELD

Randy Roy	randy.roy@navy.mil
-----------	--

PENSACOLA INTERNATIONAL AIRPORT

Andrea Levitt Kvech	akvech@cityofpensacola.com
---------------------	--

PORT OF PENSACOLA

Amy Miller	amiller@portofpensacola.com
------------	--

WEST FLORIDA WHEELMEN

David Mayo	dmayojr@gmail.ccom
------------	--

ESCAMBIA COUNTY AREA TRANSIT

Tonya Ellis tellis@myescambia.com

BALDWIN REGIONAL AREA TRANSIT SYSTEM

Matthew Brown msbrown@baldwincountyal.gov

CITIZENS ADVISORY COMMITTEE

Sean Bullington seansurf777@gmail.com

Vernon Compton comptonv@bellsouth.net

Barbara Mayall bhealthy10@gmail.com

Jim Roberts jim.roberts@ecua.fl.gov

TECHNICAL COORDINATING COMMITTEE

Terri Malone tvmalone@myescambia.com

Griffin Powell gpowell@cityoforangebeach.com

Leslie Statler lstatler@cityofpensacola.com

Shawn Ward shawnw@santarosa.fl.gov



Appendix C: 2045 Steering Committee Meeting #1



Jeff Bergosh
Chairman

Sam Parker
Vice Chairman

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MEETING NOTICE

MEETING DATE: Tuesday, March 26, 2019
TO: LRTP Steering Committee Members
FROM: Gary Kramer, TPO Staff
RE: **2045 Long Range Transportation Plan Update Steering Committee Workshop #1**

The Florida-Alabama Transportation Planning Organization has scheduled a meeting of the LRTP Steering Committee for **Tuesday, March 26, 2019 at 10:00 a.m. in the First Floor Conference Room at the Pensacola City Hall – 222 W Main Street, Pensacola, FL.**

The agenda will include the following items:

- A. **Introductions and Welcome** – Gary Kramer, TPO Staff
- B. **Overview of LRTP Process, and Steering Committee** – Gary Kramer, TPO Staff
- C. **Project Schedule** – Cory Wilkinson, HDR
- D. **Review of Supporting Documents and Draft Goals and Objectives** – Cory Wilkinson, HDR
- E. **Comments from Committee Members and Public**
- F. **Next Steps** – Gary Kramer, TPO Staff
- G. **Adjourn**

Adopted 2040 FL-AL LRTP Goals and Objectives (January 2015)

Vision

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

Mission

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.

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.).

Proposed Draft 2045 FL-AL LRTP Goals and Objectives (March 2019)

The Vision and Mission statements utilized from the 2040 LRTP remain **unchanged**. The primary Goals remain **unchanged**. Modifications to the Objectives to meet the new Planning Factors, expectations, and other emphasis areas are shown in double underline font.

Vision

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

Mission

The Florida-Alabama TPO 2045 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.

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), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measures. Identify methods to monitor and evaluate performance. Include a System Performance Report.

Objective A.2: Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and 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.~~ Obtain public input using targeted outreach efforts to track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.

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).

Objective B.4: Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identify an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.

Objective B.5: Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)¹]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

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). Identify recommendations for new Corridor Management Plan studies, and incorporate results from previous Corridor Management Plan studies.

¹ Includes Automated and Connected Vehicles, and Autonomous Vehicles.

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). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)²].

Objective D.4: Integrate transportation modes to increase accessibility and 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. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL.

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.

Objective E.6: Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

² Includes Automated and Connected Vehicles, and Autonomous Vehicles.

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) and identify potential environmental mitigation.

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, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.

Objective G.3: Ensure consistency with the Strategic Regional Policy Plan Comprehensive Economic Development Strategy (CEDS) developed by the West Florida Regional Planning Council Emerald Coast Regional Council (ECRC).

Objective G.4: Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.

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.).

Objective G.7: Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.

Federal Planning Factors

Federal law³ requires a MPO to address ten Planning Factors as a part of its planning processes: (1) Safety, (2) Security, (3) Accessibility and Mobility, (4) Multimodal Connectivity, (5) System Preservation, (6) Economic Vitality, (7) Environmental Quality, (8) System Efficiency, (9) Resiliency & Reliability, and (10) Travel & Tourism. These factors are shown in **Figure 1** and further explained in **Table 1** as summarized from the FDOT MPO Program Management Handbook (October 2018).⁴ The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area. There are two **new planning factors**: (1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and (2) enhancing travel and tourism. **Table 1** lists the Planning Factors. **Table 2** shows how the Planning Factors have been incorporated to the Goals and Objectives.

In consultation with the Metropolitan Planning Organization Advisory Council (MPOAC), and FDOT, Federal Highway Administration and the Federal Transit Administration issued *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* (January 2018). The memo documents the federal expectations for meeting the requirements to be addressed in the next cycle LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively. The Federal expectations and emerging issues including the additional Planning Emphasis Areas (PEAs), were also incorporated in considering potential changes to the 2045 Goals and Objectives. **Table 3** lists the Expectations and Emerging Issues. **Table 4** shows how the Expectations and Emerging Issues have been incorporated to the Goals and Objectives.

In addition to the Federal requirements, the Goals and Objectives have considered a number of State, regional, and local planning requirements and guidance:

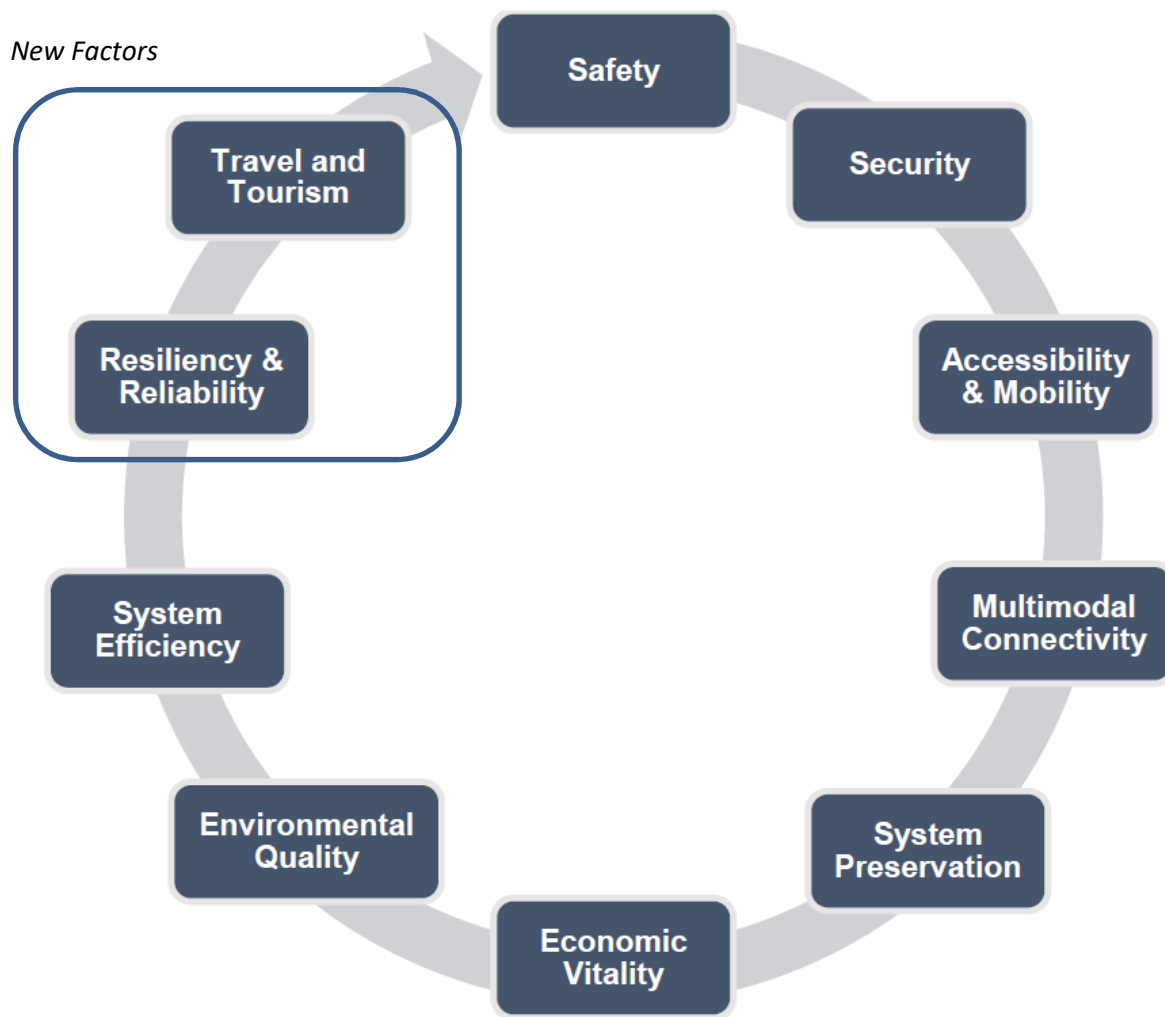
Florida Transportation Plan	Baldwin County Master Plan
Alabama Statewide Transportation Plan	Pensacola Mayoral Transition Committee Report
Alabama Statewide Bicycle and Pedestrian Plan	City of Milton Comprehensive Plan
FDOT Planning Emphasis Areas:	Perdido Key Master Plan
ECRC Comprehensive Economic Development Strategy	Gulf Breeze Master Plan
ECRC Regional Policy Plan	NW FL Transportation Corridor Authority Master Plan
ECRC Northwest Florida Clean Cities Coalition	Orange Beach Transportation Master Plan
Escambia County Comprehensive Plan	PNS Airport Master Plan
Santa Rosa County Comprehensive Plan	Portside Pensacola Vision Plan (Draft)

Lastly, the Goals and Objectives also incorporate recommendations from the recent FHWA / FTA Federal Certification of the FL-AL TPO in December 2018.

³ 23 C.F.R. 450.306(b) 81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016

⁴ Federal requirements for LRTPs are summarized in the *FDOT MPO Program Management Handbook*, Section 4.3.

Figure 1: Federal Planning Factors



Source: FDOT MPO Program Management Handbook (October 2018)

Table 1: Federal Planning Factors

<i>Item</i>	<i>Planning Factor</i>	<i>Description</i>	<i>Source</i>
F1	Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
F2	Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
F3	Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
F4	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
F5	System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
F6	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
F7	Environmental Quality	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.	23 CFR 450.306(b)(5)
F8	System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)
F9*	Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
F10*	Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)

** Resiliency & Reliability, and Travel & Tourism are new federal planning factors.*

Table 2: Incorporation of Federal Planning Factors

The following table shows how the required Federal Planning Factors were included in the strategies of 2045 L RTP. An “x” indicates the Objective fulfills the Goal.

FEDERAL PLANNING FACTORS											
	GOAL	Safety	Security	Accessibility & Mobility	Multimodal Connectivity	System Preservation	Economic Vitality	Environmental Quality	System Efficiency	Resiliency & Reliability	Travel & Tourism
		1	2	3	4	5	6	7	8	9	10
Goal A: Safe and Secure											
Objectives	A.1	x	x	x	x			x	x		
	A.2	x									
	A.3	x	x						x	x	
	A.4	x	x					x			
	A.5	x	x							x	
	A.6	x	x				x		x	x	
	A.7	x	x				x			x	
	A.8	x	x			x			x	x	
	A.9	x	x							x	
Goal B: Meets User Needs											
Objectives	B.1							x	x		
	B.2			x		x	x		x		
	B.3	x		x		x			x		
	B.4								x		
	B.5								x		
Goal C: Maintained and Operated Efficiently											
Objectives	C.1					x			x		
	C.2	x	x			x			x		
	C.3	x				x			x	x	
	C.4					x		x	x		

FEDERAL PLANNING FACTORS											
	GOAL	Safety	Security	Accessibility & Mobility	Multimodal Connectivity	System Preservation	Economic Vitality	Environment al Quality	System Efficiency	Resiliency & Reliability	Travel & Tourism
		1	2	3	4	5	6	7	8	9	10
Goal D: Multimodal, Integrated, Connected											
Objectives	D.1				x			x	x		
	D.2			x							
	D.3	x		x	x			x	x		x
	D.4				x			x			
	D.5		x	x	x			x			x
	D.6			x			x		x		
Goal E: Economic Vitality											
Objectives	E.1			x			x		x		
	E.2			x		x	x		x		
	E.3			x			x				
	E.4			x	x						x
	E.5				x			x			
	E.6						x				x
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users											
Objectives	F.1	x						x			
	F.2							x		x	
	F.3	x						x			
	F.4			x	x						
	F.5			x	x			x			
	F.6	x		x	x	x		x	x		
Goal G: Consistent, Continuing, Cooperative, Comprehensive											
Objectives	G.1			x	x			x	x		
	G.2		x	x	x		x	x	x		
	G.3				x				x		
	G.4				x			x			
	G.5							x	x		
	G.6	x	x	x	x			x			
	G.7										

Table 3: Federal Expectations and Emerging Issues

<i>Item</i>	<i>Planning Factor</i>	<i>Description</i>	<i>Source</i>
E1	Public Involvement Strategies	Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)
E2	Public Involvement / Tribal / Agency Consultation	Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) (c), (d), (e); 23 CFR 450.324(g)
E3	Measures of Effectiveness	MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(x)
E4	Fiscal Constraint	Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)
E5	Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration	Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP/	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2) (d)(4)(ii); 23 CFR 324(h)
E6	Freight	Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324 (b), (f)(1), (f)(5)
E7	Environmental Mitigation	The LRTP must include a discussion of the 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.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)

<i>Item</i>	<i>Planning Factor</i>	<i>Description</i>	<i>Source</i>
E8	Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP	Jan 2018 Strategies Memo and 23 CFR 450.322}
E9	Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
E10	Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324
E11	Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets.	Jan 2018 Strategies Memo and 23 CFR 450.306(d).
E12	Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Jan 2018 Strategies Memo
E13	Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	Jan 2018 Strategies Memo
E14	Summary of Public Involvement Strategies	Summarize outreach information, and append additional information to LRTP.	Jan 2018 Strategies Memo
E15	Impact Analysis / Data Validation	Have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan.	Jan 2018 Strategies Memo

<i>Item</i>	<i>Planning Factor</i>	<i>Description</i>	<i>Source</i>
E16	FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP.	Jan 2018 Strategies Memo
E17	Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	Jan 2018 Strategies Memo
E18	Scenario Planning ⁵	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo

⁵ The FL-AL TPO 2045 LRTP Scope does **not** include Scenario Planning.

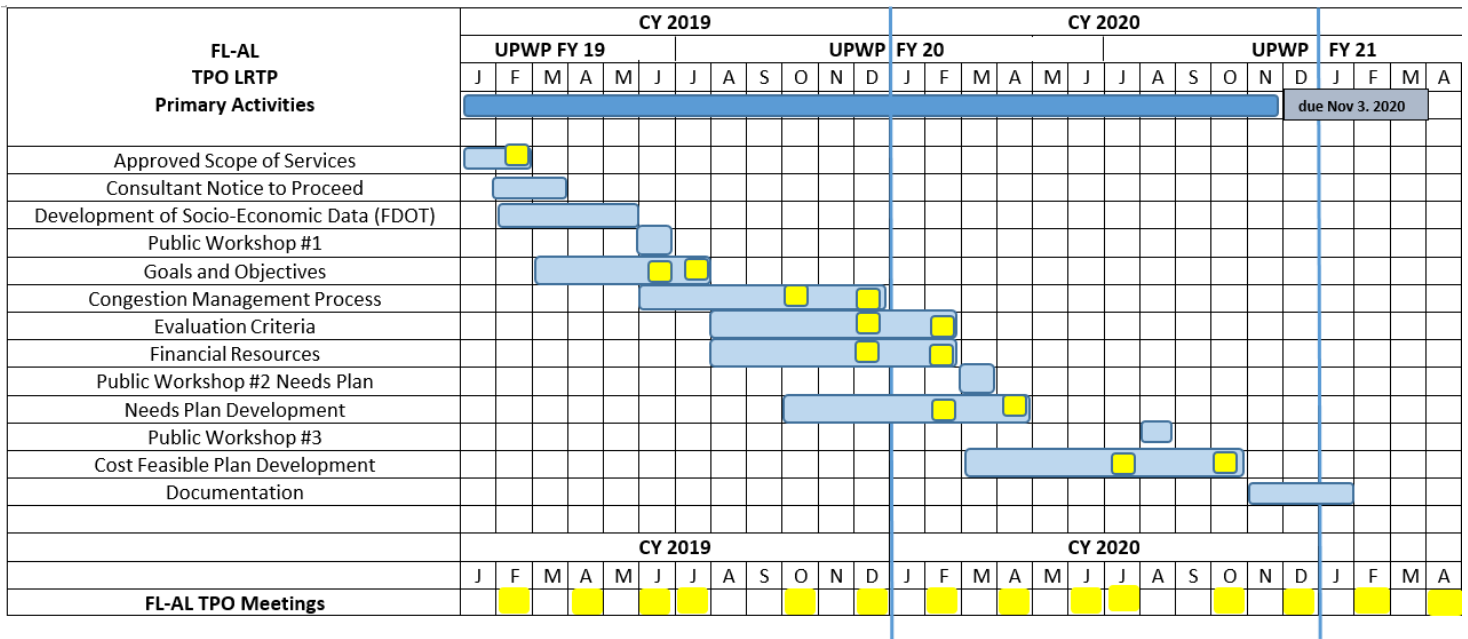
Table 4: Incorporation of Federal Expectations and Emerging Issues

The following table shows how the federal Expectations and Emerging Issues were included in the strategies of 2045 L RTP. An “x” indicates the Objective fulfills the Goal. The FL-AL TPO 2045 L RTP Scope does not include Scenario Planning (item E18) as indicated with a “-” mark.

FEDERAL EXPECTATIONS AND EMERGING ISSUES																			
	GOAL	Public Involvement	Tribal / Agency Consultation	Measures of Effectiveness	Fiscal Constraint	Strategic Highway Safety Plan	Freight	Environmental Mitigation	Congestion Management	Americans with Disabilities Act	Multimodal Feasibility	Transit Asset Management	Mobility on Demand	Agency Consultation	Summary of Public Involvement	Impact Analysis / Data Validation	FDOT Revenue Forecast	Sustainability / Livability	Scenario Planning
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal A: Safe and Secure																			
Objectives	A.1					X			X			X							-
	A.2					X			X										-
	A.3					X								X					-
	A.4					X													-
	A.5													X					-
	A.6													X					-
	A.7													X					-
	A.8													X					-
	A.9													X					-
Goal B: Meets User Needs																			
Objectives	B.1								X										-
	B.2								X										-
	B.3								X										-
	B.4								X										-
	B.5										X		X						-
Goal C: Maintained and Operated Efficiently																			
Objectives	C.1				X														-
	C.2				X														-
	C.3							X											-
	C.4								X										-

GOAL D: Multimodal, Integrated, Connected																			
Objectives	D.1																	X	-
	D.2						X											X	-
	D.3										X	X	X					X	-
	D.4						X			X								X	-
	D.5									X									-
	D.6												X						-
Goal E: Economic Vitality																			
Objectives	E.1						X												-
	E.2						X												-
	E.3										X								-
	E.4													X					-
	E.5										X								-
	E.6																		
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users																			
Objectives	F.1																	X	-
	F.2							X										X	-
	F.3																	X	-
	F.4																	X	-
	F.5																	X	-
	F.6																	X	-
Goal G: Consistent, Continuing, Cooperative, Comprehensive																			
Objectives	G.1		X															X	-
	G.2	X	X											X	X				-
	G.3		X															X	-
	G.4	X		X											X	X			-
	G.5	X	X																-
	G.6																	X	-
	G.7				X												X		-

2045 FL-AL LRTP SCHEDULE



DRAFT. Schedule subject to change during duration of 2045 LRTP.

**2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #1
March 26, 2019 Meeting Summary**

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Bryant Paulk, FDOT Urban Liaison
Christy Johnson FDOT Urban Liaison
Steve Opalenik, Pensacola Naval Air Station
Andrea Levitt Kvech, Pensacola International Airport
David Mayo, West Florida Wheelmen
Tonya Ellis, Escambia County Area Transit
Barbara Mayall, Citizens' Advisory Committee
Terri Malone, Technical Coordinating Committee
Leslie Statler, Technical Coordinating Committee
Shawn Ward, Technical Coordinating Committee

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)
Vince Beebe, ALDOT Urban Liaison
Randy Roy, Whiting Field
Amy Miller, Port of Pensacola
Taylor Rider, Baldwin Regional Area Transit System
Sean Bullington, Citizens' Advisory Committee
Vernon Compton, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee

Others Attending

John Carlsson, Citizen
Mary Beth Washnock, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Rob Mahan, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan and did a roll call to determine the Steering Committee members present.

B. Overview of the Long Range Transportation Plan Process and Steering Committee

- Gary Kramer explained the Long Range Transportation Plan is updated every five years and must maintain a 20 year planning horizon. The 2040 Long Range Transportation Plan was adopted by the TPO on November 3, 2015. The 2045 Long Range Transportation Plan must be adopted by the TPO prior to November 3, 2020.
- Gary Kramer mentioned the members of the Steering Committee were approved by the TPO on December 12, 2018 and will be meeting frequently before the 2045 Long Range Transportation Plan is adopted. The reason for the frequent meetings is because many products will be discussed prior to presentations at Public Workshops and the TPO and Advisory Committee Meetings.
- Brittany Elliers briefed the Steering Committee on the proposed public involvement task for the 2045 Long Range Transportation Plan.
- Gary Kramer mentioned the Chairman of the TPO's Technical Coordinating Committee was the Chairman of the 2040 Long Range Transportation Plan Steering Committee. The current Chairman of the Technical Coordinating Committee mentioned he would be willing to be the Chairman of the 2045 Long Range Transportation Plan Steering Committee.
- The Steering Committee members approved Griffin Powell, current TCC Chairman, to be the 2045 Long Range Transportation Plan Steering Committee Chairman.

C. Project Schedule

- Cory Wilkinson discussed the proposed project schedule by task, months for public meetings, and months the Long Range Transportation Plan products are tentatively to be presented to the TPO and Advisory Committee Meetings.

D. Review of Supporting Documents and Goals and Objectives

- Cory Wilkinson presented a PowerPoint for supporting documents, the 2040 Long Range Transportation Plan Goals and Objectives, and recommended changes/additions to the 2040 Long Range Transportation Plan Goals and Objectives for the initial Draft 2045 Long Range Transportation Plan Goals and Objectives.
- Members suggested the following plans should also be reviewed for consideration when developing the 2045 Long Range Transportation Plan Goals and Objectives:
 - Santa Rosa Island Authority Master Plan Traffic Study
 - South Santa Rosa Bicycle/Pedestrian Plan
 - Pace/Pea Ridge Bicycle/Pedestrian Plan
 - Complete Streets Concept in Pensacola
 - Milton Comprehensive Plan
 - Escambia County Sector Plan
 - 9th Avenue/Langley/Tippin Transportation Plan that Baskerville-Donovan completed for Escambia County
- Members recommended the following changes to the Draft 2045 Long Range Transportation Plan Goals and Objectives.

- Objective B.1: Obtain public input using targeted outreach efforts **and** track results by ZIP code in accordance with goals of the 2045 FL-AL LRTP Public Involvement Plan
- Goal E: A transportation system that supports **and sustains** economic vitality
- Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, **small businesses**, schools, health care facilities and tourist destinations
- Objective E.5: Plan for and coordinate with rural government entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions. **Move to a new Objective D.7**

E. Comments from the Committee Members and Public

- Members asked when is the deadline to submit comments?
- Gary Kramer stated additional comments on the Draft 2040 Long Range Transportation Plan Goals and Objectives be e-mailed to him by April 12, 2019.
- Members asked what is the date and time for the next meeting?
- Gary Kramer provided April 23, 2019 and 10:00 a.m. at the Pensacola City Hall Whibbs Room as a tentative date, time, and location. This information will need to be verified with the Pensacola City Hall contact. An e-mail will be sent to the Steering Committee members either confirming this date, time, and location or with a new day, time, and/or location. The time was changed to 8:00 a.m.

F. Next Steps

- Gary Kramer iterated that the next steps for the Draft 2045 Long Range Transportation Plan Goals and Objectives, once the Steering Committee confirms them, is to present a draft at the June TPO and Advisory Committee Meetings, have public outreach/meeting after the June TPO and Advisory Committee Meetings, and recommended for approval at the July TPO and Advisory Committee Meetings.

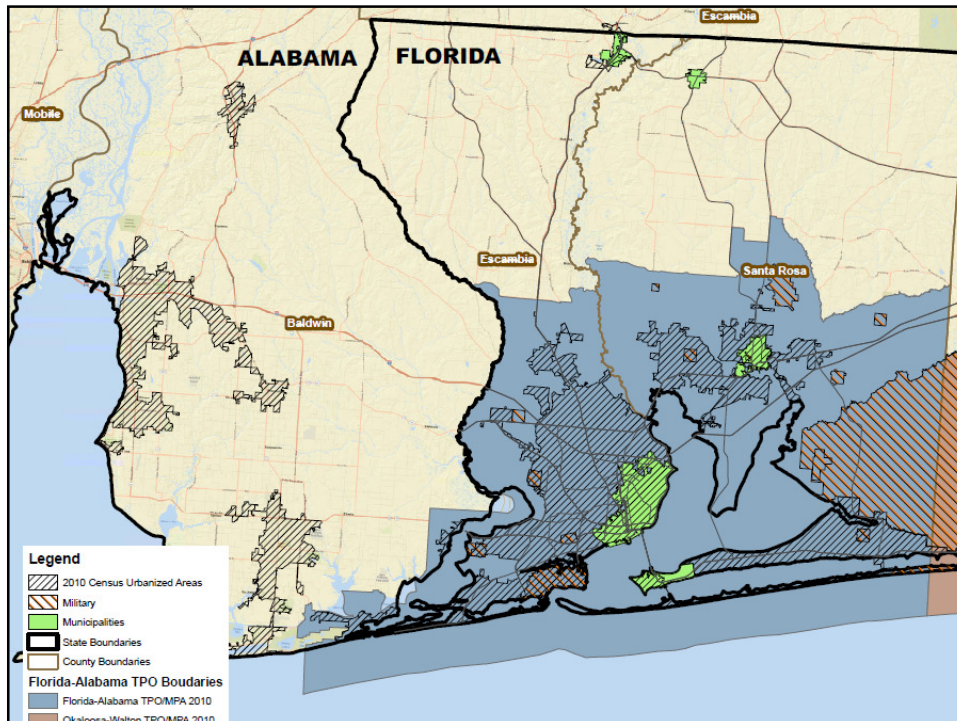
G. Adjournment

- The meeting was adjourned by Chairman Powell.



01

**FL-AL 2045 LRTP
Steering Committee #1**
Tuesday, March 26, 2019
Cory Wilkinson, AICP (HDR)



FL-AL 2045 LRTP Schedule

FL-AL TPO LRTP Primary Activities	CY 2019												CY 2020														
	UPWP FY 19						UPWP FY 20						UPWP FY 21														
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
	due Nov 3, 2020																										
Approved Scope of Services																											
Consultant Notice to Proceed																											
Development of Socio-Economic Data (FDOT)																											
Public Workshop #1																											
Goals and Objectives																											
Congestion Management Process																											
Evaluation Criteria																											
Financial Resources																											
Public Workshop #2 Needs Plan																											
Needs Plan Development																											
Public Workshop #3																											
Cost Feasible Plan Development																											
Documentation																											
	CY 2019												CY 2020														
FL-AL TPO Meetings	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M

DRAFT. Schedule subject to change during duration of 2045 LRTP.

Development of Goals and Objectives

- Begin with Adopted 2040
- Assess new requirements
 - Federal
 - State
 - Regional / Local
- Draft 2045 recommendations provided

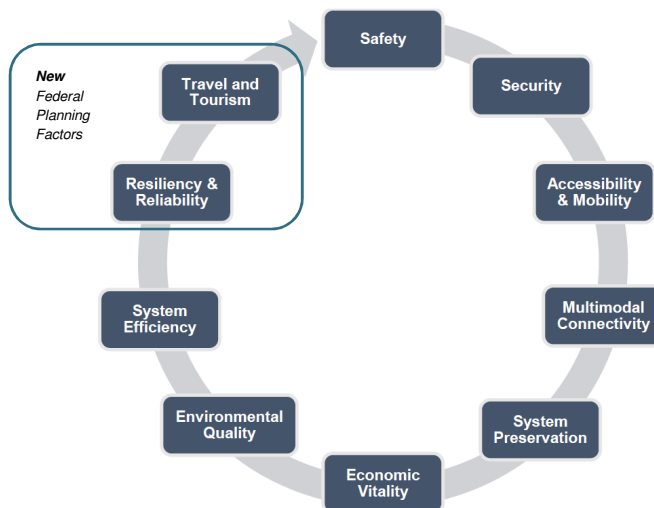


Development of Goals and Objectives

- **Federal**
 - Planning Factors (10)
 - Two new Factors
 - Expectations and Emerging Issues (18)
 - FHWA/FTA TPO Certification (2)
- **State**
 - Planning Emphasis Areas (3)



Federal Planning Factors (10)



10 Federal Planning Factors

Item	Planning Factors		Source
F1	Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
F2	Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
F3	Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
F4	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
F5	System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
F6	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
F7	Environmental Quality	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.	23 CFR 450.306(b)(5)
F8	System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)
New <i>Federal Planning Factors</i>	F9*	Resiliency & Reliability Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
	F10*	Travel & Tourism Enhance travel and tourism.	23 CFR 450.306(b)(10)

** Resiliency & Reliability, and Travel & Tourism are new federal planning factors.*

Federal Planning Factors – Two New

1. Resiliency and Reliability:



Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.



- Requires strategies to reduce vulnerability of existing transportation infrastructure to natural disasters
- Goal to preserve existing and future network, mitigate against environmental impacts

2. Travel and Tourism:



Enhance travel and tourism.

- Engage all sectors and users of the transportation network
- Consult with agencies and officials

18 Federal Expectations and Emerging Issues

Item	Planning Factor		Source
E1	Public Involvement Strategies	Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)
E2	Public Involvement / Tribal / Agency Consultation	Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) (c), (d), (e); 23 CFR 450.324(g)
E3	Measures of Effectiveness	MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(x)
E4	Fiscal Constraint	Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)

18 Federal Expectations and Emerging Issues

Item	Planning Factor		Source
E5	Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration	Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP/	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2) (d)(4)(ii); 23 CFR 324(h)
E6	Freight	Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324 (b), (f)(1), (f)(5)
E7	Environmental Mitigation	The LRTP must include a discussion of the 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.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)
E8	Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP	Jan 2018 Strategies Memo and 23 CFR 450.322
E9	Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
E10	Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324

18 Federal Expectations and Emerging Issues

Item	Planning Factor	Source
E11	Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets. Jan 2018 Strategies Memo and 23 CFR 450.306(d).
E12	Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates. Jan 2018 Strategies Memo
E13	Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction. Jan 2018 Strategies Memo
E14	Summary of Public Involvement Strategies	Summarize outreach information, and append additional information to LRTP. Jan 2018 Strategies Memo
E15	Impact Analysis / Data Validation	Have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan. Jan 2018 Strategies Memo
E16	FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP. Jan 2018 Strategies Memo

18 Federal Expectations and Emerging Issues

Item	Planning Factor	Source
E17	Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users. Jan 2018 Strategies Memo
E18	Scenario Planning	Use multiple scenarios for consideration by the MPO in the development of the LRTP. Jan 2018 Strategies Memo

- The FL-AL TPO 2045 LRTP Scope does **not** include Scenario Planning.

FHWA / FTA FL-AL TPO Federal Certification

Item	Topic	Recommendation
FC1	Outreach and Public Participation	The Federal Review Team recommends the FL-AL TPO should review such documents to ensure that they do not conflict with the overall guiding document, the PPP. Further, to the extent the MPO uses an LRTP-specific outreach plan, the MPO still needs to measure activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.
FC2	Long Range Transportation Plan	Noting that the 2015 LRTP does not allocate any transit funding or projects to Baldwin County over the plan's horizon period, the Federal Review Team recommends expanding coordination efforts with Baldwin Regional Area Transit System (BRATS) and other stakeholders, such as Orange Beach, to include long-term project development.

- Measure public involvement activities for effectiveness, reporting outcome and how they shaped the LRTP. This Recommendation was added to Goal G, Objective G.4.
- Expand coordination to Baldwin Regional Area Transit (BRATS), Orange Beach. This Recommendation was added to Goal G, Objective G.2.

State Guidance

- Florida Transportation Plan
- FDOT Planning Emphasis Areas
- Alabama Statewide Transportation Plan
- Alabama Statewide Bicycle and Pedestrian Plan



FDOT Planning Emphasis Areas

- Rural Transportation Planning
- Transportation Performance Measures
- Automated / Connected / Electric / Shared-Use Vehicles

Item	Planning Factors	
SP1	Rural Transportation Planning	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions
SP2	Transportation Performance Measures	The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. Planning documents will identify the strategies and investments used to reach the targets. A system performance report will also be required to be included in the LRTPs.
SP3	Automated / Connected / Electric / Shared-Use Vehicles	MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles. [note: see also, Emerging Issues – Mobility on Demand]

Regional / Local Guidance

- ECRC Comprehensive Economic Development Strategy
- ECRC Northwest FL Clean Cities Coalition
- Escambia County Comp Plan
 - Mid-West Sector Plan Detailed Area Specific Plan
- Baldwin County Master Plan
- City of Pensacola Mayoral Transition Committee Report
- City of Orange Beach Transportation Master Plan
- Perdido Key Master Plan
- Gulf Breeze Master Plan
- NW FL Transportation Corridor Authority Master Plan
- PNS Airport Master Plan
- Port of Pensacola Vision Plan (Draft)



2045 Vision and Mission

No changes proposed

Vision

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

Mission

The Florida-Alabama TPO 2045 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.

2045 Goals and Objectives

No changes proposed for 7 existing Goals

A transportation system that . . .

Goal A: . . . is safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated and connected.

Goal E: . . . supports economic vitality.

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

2045 Goals and Objectives

No changes proposed for 7 existing Goals

A transportation system that . . .

Goal A: . . . is safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated and connected.

Goal E: . . . supports economic vitality.

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

2045 Goals and Objectives

Minor changes to 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), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measures. Identify methods to monitor and evaluate performance. Include a System Performance Report.

2045 Goals and Objectives

Minor changes to Objectives

Goal A: A transportation system that is safe and secure

Objective A.2:

Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.

2045 Goals and Objectives

Minor changes to Objectives

Goal A: A transportation system that is safe and secure

Objective A.3:

Ensure that the regional transportation system can support emergency response and recovery efforts.

2045 Goals and Objectives

Minor changes to Objectives

Goal A: A transportation system that is safe and secure

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).

2045 Goals and Objectives

Minor changes to Objectives

Goal A: A transportation system that is safe and secure

Objective A.5:

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

2045 Goals and Objectives

Minor changes to Objectives

Goal A: A transportation system that is safe and secure

Objective A.6:

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

2045 Goals and Objectives

Minor changes to Objectives

Goal A: A transportation system that is safe and secure

Objective A.7:

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

2045 Goals and Objectives

Minor changes to Objectives

Goal A: A transportation system that is safe and secure

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.

2045 Goals and Objectives

Minor changes to Objectives

Goal A: A transportation system that is safe and secure

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.

2045 Goals and Objectives

No changes proposed for 7 existing Goals

A transportation system that . . .

Goal A: . . . is safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated and connected.

Goal E: . . . supports economic vitality.

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

2045 Goals and Objectives

Minor changes to Objectives

Goal B: A transportation system that meets user needs

Objective B.1:

~~Conduct transportation survey(s) on an annual basis.~~ Obtain public input using targeted outreach efforts to track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.

2045 Goals and Objectives

Minor changes to Objectives

Goal B: A transportation system that meets user needs

Objective B.2:

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

2045 Goals and Objectives

Minor changes to Objectives

Goal B: A transportation system that meets user needs

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).

2045 Goals and Objectives

Minor changes to Objectives

Goal B: A transportation system that meets user needs

Objective B.4:

Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identify an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.

2045 Goals and Objectives

Minor changes to Objectives

Goal B: A transportation system that meets user needs

Objective B.5:

Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

Includes Automated and Connected Vehicles, and Autonomous Vehicles

2045 Goals and Objectives

No changes proposed for 7 existing Goals

A transportation system that . . .

Goal A: . . . is safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated and connected.

Goal E: . . . supports economic vitality.

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

2045 Goals and Objectives

Minor changes to Objectives

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.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective C.2:

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

2045 Goals and Objectives

Minor changes to Objectives

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

Objective C.3:

Ensure that appropriate stormwater measures are included in all roadway projects.

2045 Goals and Objectives

Minor changes to Objectives

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

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). Identify recommendations for new Corridor Management Plan studies, and incorporate results from previous Corridor Management Plan studies.

2045 Goals and Objectives

No changes proposed for 7 existing Goals

A transportation system that . . .

Goal A: . . . is safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated and connected.

Goal E: . . . supports economic vitality.

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective D.1:

Interconnect land uses, and transportation facilities.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective D.2:

Increase the accessibility and mobility of people and goods.

2045 Goals and Objectives

Minor changes to Objectives

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

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). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Includes Automated and Connected Vehicles, and Autonomous Vehicles

2045 Goals and Objectives

Minor changes to Objectives

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

Objective D.4:

Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective D.5:

Expand transit services to improve accessibility, availability and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective D.6:

Advance the flow of traveler information (such as innovative technology).

2045 Goals and Objectives

No changes proposed for 7 existing Goals

A transportation system that . . .

Goal A: . . . is safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated and connected.

Goal E: . . . supports economic vitality.

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

2045 Goals and Objectives

Minor changes to Objectives

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.

STRAHNET: Strategic Highway Network

2045 Goals and Objectives

Minor changes to Objectives

Goal E: A transportation system that supports economic vitality

Objective E.2:

Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.

2045 Goals and Objectives

Minor changes to Objectives

Goal E: A transportation system that supports economic vitality

Objective E.3:

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

2045 Goals and Objectives

Minor changes to Objectives

Goal E: A transportation system that supports economic vitality

Objective E.4:

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

2045 Goals and Objectives

Minor changes to Objectives

Goal E: A transportation system that supports economic vitality

Objective E.5:

Seek opportunities to provide a passenger rail system.

2045 Goals and Objectives

Minor changes to Objectives

Goal E: A transportation system that supports economic vitality

Objective E.6:

Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

2045 Goals and Objectives

No changes proposed for 7 existing Goals

A transportation system that . . .

Goal A: . . . is safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated and connected.

Goal E: . . . supports economic vitality.

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

2045 Goals and Objectives

Minor changes to Objectives

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.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective F.2:

Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution) and identify potential environmental mitigation.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective F.3:

Implement complete street and/or context sensitive design into projects.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective F.4:

Improve para-transit services.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective F.5:

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

2045 Goals and Objectives

Minor changes to Objectives

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

Objective F.6:

Maintain air quality attainment status for ground level ozone.

2045 Goals and Objectives

No changes proposed for 7 existing Goals

A transportation system that . . .

Goal A: . . . is safe and secure.

Goal B: . . . meets user needs.

Goal C: . . . is maintained and operated efficiently.

Goal D: . . . is multimodal, integrated and connected.

Goal E: . . . supports economic vitality.

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes.

2045 Goals and Objectives

Minor changes to Objectives

Goal G: A transportation system 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.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective G.2:

Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective G.3:

Ensure consistency with the ~~Strategic Regional Policy Plan~~ Comprehensive Economic Development Strategy (CEDS) developed by the ~~West Florida Regional Planning Council~~ Emerald Coast Regional Council (ECRC).

2045 Goals and Objectives

Minor changes to Objectives

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

Objective G.4:

Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective G.5:

Involve regulatory agencies and interested citizens groups early in the planning process.

2045 Goals and Objectives

Minor changes to Objectives

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

Objective G.6:

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

2045 Goals and Objectives

Minor changes to Objectives

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

Objective G.7:

Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.

Incorporation of Federal Planning Factors

FEDERAL PLANNING FACTORS											
	GOAL	Safety	Security	Accessibility & Mobility	Multimodal Connectivity	System Preservation	Economic Vitality	Environmental Quality	System Efficiency	Resiliency & Reliability	Travel & Tourism
		1	2	3	4	5	6	7	8	9	10
Goal A: Safe and Secure											
Objectives	A.1	x	x	x	x			x	x		
	A.2	x									
	A.3	x	x						x	x	
	A.4	x	x					x			
	A.5	x	x							x	
	A.6	x	x				x		x	x	
	A.7	x	x				x			x	
	A.8	x	x			x			x	x	
	A.9	x	x							x	
Goal B: Meets User Needs											
Objectives	B.1							x	x		
	B.2			x		x	x		x		
	B.3	x		x		x			x		
	B.4								x		
	B.5								x		

Incorporation of Federal Planning Factors

	FEDERAL PLANNING FACTORS										
GOAL	Safety	Security	Accessibility & Mobility	Multimodal Connectivity	System Preservation	Economic Vitality	Environmental Quality	System Efficiency	Resiliency & Reliability	Travel & Tourism	
	1	2	3	4	5	6	7	8	9	10	
Goal C: Maintained and Operated Efficiently											
Objectives	C.1				x			x			
	C.2	x	x		x			x			
	C.3	x			x			x	x		
	C.4				x		x	x			
Goal D: Multimodal, Integrated, Connected											
Objectives	D.1			x			x	x			
	D.2			x							
	D.3	x		x	x		x	x		x	
	D.4				x		x				
	D.5		x	x	x		x			x	
	D.6			x		x		x			

Incorporation of Federal Planning Factors

FEDERAL PLANNING FACTORS											
	GOAL	Safety	Security	Accessibility & Mobility	Multimodal Connectivity	System Preservation	Economic Vitality	Environmental Quality	System Efficiency	Resiliency & Reliability	Travel &
		1	2	3	4	5	6	7	8	9	10
Goal E: Economic Vitality											
Objectives	E.1			x			x		x		
	E.2			x		x	x		x		
	E.3			x			x				
	E.4			x	x						x
	E.5				x			x			
	E.6						x				x
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users											
Objectives	F.1	x						x			
	F.2							x		x	
	F.3	x						x			
	F.4			x	x						
	F.5			x	x			x			
	F.6	x		x	x	x		x	x		

Incorporation of Federal Planning Factors

	FEDERAL PLANNING FACTORS										
GOAL	Safety	Security	Accessibility & Mobility	Multimodal Connectivity	System Preservation	Economic Vitality	Environmental Quality	System Efficiency	Resiliency & Reliability	Travel &	
	1	2	3	4	5	6	7	8	9	10	
Goal G: Consistent, Continuing, Cooperative, Comprehensive											
Objectives	G.1			x	x			x	x		
	G.2		x	x	x		x	x	x		
	G.3				x				x		
	G.4				x			x			
	G.5							x	x		
	G.6	x	x	x	x			x			
	G.7										

Incorporation of Federal Expectations and Emerging Issues

		FEDERAL EXPECTATIONS AND EMERGING ISSUES																	
GOAL		Public Involvement	Tribal / Agency Consultation	Measures of Effectiveness	Fiscal Constraint	Strategic Highway Safety Plan	Freight	Environmental Mitigation	Congestion Management	Access to Disadvantaged Communities	Multimodal Feasibility	Transit Asset Management	Mobility on Demand	Agency Consultation	Summary of Public Involvement	Interagency / Data Validation	FDOT Revenue Forecast	Sustainability / Liability	Scenario Planning
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal A: Safe and Secure																			
Objectives	A.1					X			X			X							-
	A.2					X			X										-
	A.3					X								X					-
	A.4					X													-
	A.5													X					-
	A.6													X					-
	A.7													X					-
	A.8													X					-
	A.9													X					-
Goal B: Meets User Needs																			
Objectives	B.1								X										-
	B.2								X										-
	B.3								X										-
	B.4								X										-
	B.5										X		X						-

Incorporation of Federal Expectations and Emerging Issues

		FEDERAL EXPECTATIONS AND EMERGING ISSUES																		
	GOAL	Public Involvement	Tribal / Agency Consultation	Measures of Effectiveness	Fiscal Constraint	Strategic Highway Safety Plan	Freight	Environmental Mitigation	Congestion Management	Access to Disadvantaged Communities	Multimodal Feasibility	Travel Asset Management	Mobility on Demand	Agency Consultation	Summary of Public Involvement	Interagency / Data Validation	FDOT Revenue Forecast	Sustainability / Liability	Scenario Planning	
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18	
Goal C: Maintained and Operated Efficiently																				
Objectives	C.1					X													-	
	C.2					X													-	
	C.3							X											-	
	C.4									X									-	
Goal D: Multimodal, Integrated, Connected																				
Objectives	D.1																		X	-
	D.2							X											X	-
	D.3											X	X	X					X	-
	D.4							X		X									X	-
	D.5									X										-
	D.6													X						-
Goal E: Economic Vitality																				
Objectives	E.1							X												-
	E.2							X												-
	E.3											X								-
	E.4														X					-
	E.5											X								-
	E.6																			-
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users																				
Objectives	F.1																		X	-
	F.2								X										X	-
	F.3																		X	-
	F.4																		X	-
	F.5																		X	-
	F.6																		X	-

Incorporation of Federal Expectations and Emerging Issues

	GOAL	FEDERAL EXPECTATIONS AND EMERGING ISSUES																	
		Public Involvement	Tribal / Agency Consultation	Measures of Effectiveness	Fiscal Constraint	Strategic Highway Safety Plan	Freight	Environmental Mitigation	Congestion Management	Agreements with Stakeholders	Reliability / Feasibility	Transit Asset Management	Mobility on Demand	Agency Consultation	Summary of Public Involvement	Impact Analysis / Data Validation	FDOT Revenue Forecast	Sustainability / Liability	Scenario Planning
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
		Goal G: Consistent, Continuing, Cooperative, Comprehensive																	
Objectives	G.1		x															x	-
	G.2	x	x											x	x			-	-
	G.3		x															x	
	G.4	x		x											x	x			-
	G.5	x	x																-
	G.6																	x	-
	G.7				x												x		-



Appendix D: 2045 Steering Committee Meeting #2

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MEETING NOTICE

MEETING DATE: Tuesday, April 23, 2019
TO: LRTP Steering Committee Members
FROM: Gary Kramer, TPO Staff
RE: **2045 Long Range Transportation Plan Update Steering Committee Workshop #2**

The Florida-Alabama Transportation Planning Organization has scheduled a meeting of the LRTP Steering Committee for **Tuesday, April 23, 2019 at 8:00 a.m. in the First Floor Conference Room at the Pensacola City Hall – 222 W Main Street, Pensacola, FL.**

The agenda will include the following items:

- A. **Introductions and Welcome** – Gary Kramer, TPO Staff
- B. **Summary of Steering Committee Meeting 1**– Gary Kramer, TPO Staff
- C. **Review of Changes from Steering Committee Meeting 1** – Gary Kramer, TPO Staff; Cory Wilkinson, HDR
 - a. Objective B.1
 - b. Objective C.4
 - c. Objective D.3
 - d. Goal E
 - e. Objective E.4
 - f. Objective E.5 -> D.7
 - g. Objective F.5
 - h. The following additional plans were obtained and reviewed:
 - Escambia County Mid-West Sector Plan
 - South Santa Rosa Bicycle-Pedestrian Plan
 - Pensacola Beach Master Plan
 - Pensacola Beach Congestion Management Plan
 - Milton Riverfront Master Plan
 - Pace-Pea Ridge Bicycle / Pedestrian Plan
 - Florida Greenways and Trails System Plan
 - FDOT Shared Use Non-Motorized (SUN) Trail Plan
- D. **Comments from Committee Members and Public**
- E. **Next Steps** – Gary Kramer, TPO Staff
- F. **Adjourn**

Proposed Draft 2045 FL-AL LRTP Goals and Objectives (April 2019)

The Vision and Mission statements utilized from the 2040 LRTP remain unchanged with the exception of Goal E which was modified during Steering Committee #1 to add: “supports and sustains economic vitality” at the recommendation of a member of the public in attendance. Modifications to the Objectives to meet the new Planning Factors, expectations, and other emphasis areas are shown in double underline font. Modifications as a result of Steering Committee #1 (March 26, 2019) are shown in red underline font.

Vision

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

Mission

The Florida-Alabama TPO 2045 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.

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), in accordance with the Florida Department of Transportation “Vision Zero” and the Alabama Department of Transportation “Towards Zero Deaths Initiative” standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measures. Identify methods to monitor and evaluate performance. Include a System Performance Report.

Objective A.2: Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and 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.~~ Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.

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).

Objective B.4: Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identify an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.

Objective B.5: Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]¹. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

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). Identify recommendations for new Corridor Management Plan sStudies, and incorporate results from previous Corridor Management Plan sStudies.

¹ Includes Automated and Connected Vehicles, and Autonomous Vehicles.

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, trails (paddling, land, and greenways), ferry service and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]².

Objective D.4: Integrate transportation modes to increase accessibility and 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. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL.

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

Objective D.7: Seek opportunities to provide a passenger rail system.

Goal E: A transportation system that supports and sustains 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, small businesses, schools, health care facilities and tourism destinations.

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

Objective E.5: Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

² Includes Automated and Connected Vehicles, and Autonomous Vehicles.

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) and identify potential environmental mitigation.

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

Objective F.4: Improve para-transit services.

Objective F.5: Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, the integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users, 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, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.

Objective G.3: Ensure consistency with the ~~Strategic Regional Policy Plan~~ Comprehensive Economic Development Strategy (CEDS) developed by the ~~West Florida Regional Planning Council~~ Emerald Coast Regional Council (ECRC).

Objective G.4: Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.

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.).

Objective G.7: Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.

Federal Planning Factors

Federal law³ requires a MPO to address ten Planning Factors as a part of its planning processes: (1) Safety, (2) Security, (3) Accessibility and Mobility, (4) Multimodal Connectivity, (5) System Preservation, (6) Economic Vitality, (7) Environmental Quality, (8) System Efficiency, (9) Resiliency & Reliability, and (10) Travel & Tourism. These factors are shown in **Figure 1** and further explained in **Table 1** as summarized from the FDOT MPO Program Management Handbook (October 2018).⁴ The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area. There are two **new planning factors**: (1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and (2) enhancing travel and tourism. **Table 1** lists the Planning Factors. **Table 2** shows how the Planning Factors have been incorporated to the Goals and Objectives.

In consultation with the Metropolitan Planning Organization Advisory Council (MPOAC), and FDOT, Federal Highway Administration and the Federal Transit Administration issued *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* (January 2018). The memo documents the federal expectations for meeting the requirements to be addressed in the next cycle LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively. The Federal expectations and emerging issues including the additional Planning Emphasis Areas (PEAs), were also incorporated in considering potential changes to the 2045 Goals and Objectives. **Table 3** lists the Expectations and Emerging Issues. **Table 4** shows how the Expectations and Emerging Issues have been incorporated to the Goals and Objectives.

In addition to the Federal requirements, the Goals and Objectives have considered a number of State, regional, and local planning requirements and guidance:

Florida Transportation Plan
Alabama Statewide Transportation Plan
Alabama Statewide Bicycle and Pedestrian Plan
FDOT Planning Emphasis Areas
ECRC Comprehensive Economic Development Strategy
ECRC Regional Policy Plan
ECRC Northwest Florida Clean Cities Coalition
Escambia County Comprehensive Plan
Santa Rosa County Comprehensive Plan
Baldwin County Master Plan
Pensacola Mayoral Transition Committee Report
City of Milton Comprehensive Plan
Perdido Key Master Plan
Gulf Breeze Master Plan
NW FL Transportation Corridor Authority Master Plan
Orange Beach Transportation Master Plan
PNS Airport Master Plan
Portside Pensacola Vision Plan (Draft)
[Escambia County Mid-West Sector Plan](#)
[South Santa Rosa Bicycle-Pedestrian Plan](#)
[Pensacola Beach Master Plan](#)
[Pensacola Beach Congestion Management Plan](#)
[Milton Riverfront Master Plan](#)
[Pace-Pea Ridge Bicycle / Pedestrian Plan](#)
[Florida Greenways and Trails System Plan](#)

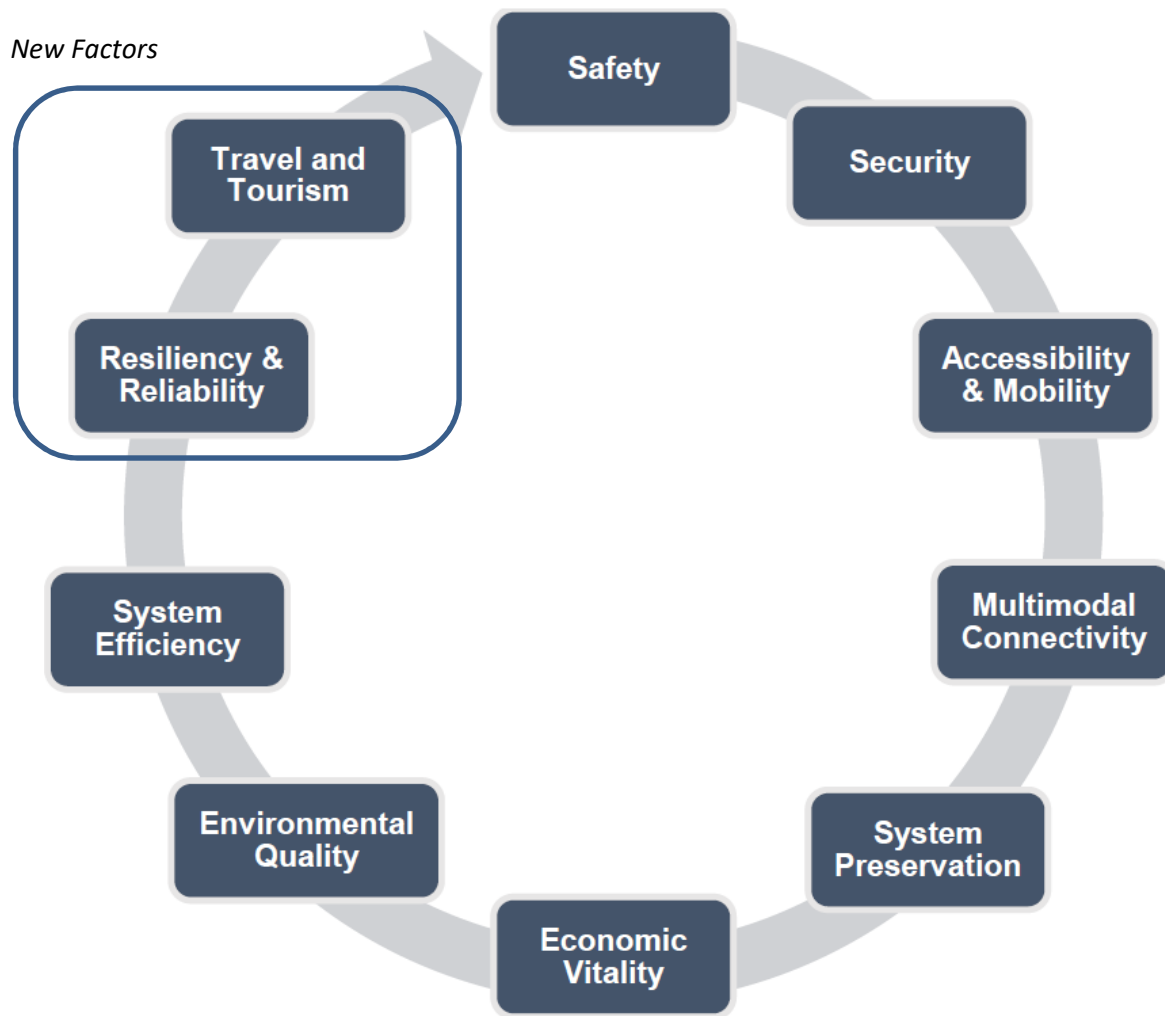
[FDOT Shared Use Non-Motorized \(SUN\) Trail Plan](#)

³ 23 C.F.R. 450.306(b) 81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016

⁴ Federal requirements for LRTPs are summarized in the *FDOT MPO Program Management Handbook*, Section 4.3.

Lastly, the Goals and Objectives also incorporate recommendations from the recent FHWA / FTA Federal Certification of the FL-AL TPO in December 2018.

Figure 1: Federal Planning Factors



Source: FDOT MPO Program Management Handbook (October 2018)

Table 1: Federal Planning Factors

<i>Item</i>	<i>Planning Factor</i>	<i>Description</i>	<i>Source</i>
F1	Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
F2	Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
F3	Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
F4	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
F5	System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
F6	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
F7	Environmental Quality	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.	23 CFR 450.306(b)(5)
F8	System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)
F9*	Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
F10*	Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)

** Resiliency & Reliability, and Travel & Tourism are new federal planning factors.*

Table 2: Incorporation of Federal Planning Factors

The following table shows how the required Federal Planning Factors were included in the strategies of 2045 L RTP. An “x” indicates the Objective fulfills the Goal.

FEDERAL PLANNING FACTORS											
	GOAL	Safety	Security	Accessibility & Mobility	Multimodal Connectivity	System Preservation	Economic Vitality	Environmental Quality	System Efficiency	Resiliency & Reliability	Travel & Tourism
		1	2	3	4	5	6	7	8	9	10
Goal A: Safe and Secure											
Objectives	A.1	x	x	x	x			x	x		
	A.2	x									
	A.3	x	x						x	x	
	A.4	x	x					x			
	A.5	x	x							x	
	A.6	x	x				x		x	x	
	A.7	x	x				x			x	
	A.8	x	x			x			x	x	
	A.9	x	x							x	
Goal B: Meets User Needs											
Objectives	B.1							x	x		
	B.2			x		x	x		x		
	B.3	x		x		x			x		
	B.4								x		
	B.5								x		
Goal C: Maintained and Operated Efficiently											
Objectives	C.1					x			x		
	C.2	x	x			x			x		
	C.3	x				x			x	x	
	C.4					x		x	x		

FEDERAL PLANNING FACTORS											
	GOAL	Safety	Security	Accessibility & Mobility	Multimodal Connectivity	System Preservation	Economic Vitality	Environmental Quality	System Efficiency	Resiliency & Reliability	Travel & Tourism
		1	2	3	4	5	6	7	8	9	10
Goal D: Multimodal, Integrated, Connected											
Objectives	D.1				x			x	x		
	D.2			x							
	D.3	x		x	x		x	x	x		x
	D.4				x			x			
	D.5		x	x	x			x			x
	D.6			x			x		x		
	D.7										
Goal E: Economic Vitality											
Objectives	E.1			x			x		x		
	E.2			x		x	x		x		
	E.3			x			x				
	E.4			x	x						x
	E.5						x				x
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users											
Objectives	F.1	x						x			
	F.2							x		x	
	F.3	x						x			
	F.4			x	x						
	F.5	x		x	x		x	x			x
	F.6	x		x	x	x		x	x		
Goal G: Consistent, Continuing, Cooperative, Comprehensive											
Objectives	G.1			x	x			x	x		
	G.2		x	x	x		x	x	x		
	G.3				x				x		
	G.4				x			x			
	G.5							x	x		
	G.6	x	x	x	x			x			
	G.7										

Table 3: Federal Expectations and Emerging Issues

<i>Item</i>	<i>Planning Factor</i>	<i>Description</i>	<i>Source</i>
E1	Public Involvement Strategies	Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)
E2	Public Involvement / Tribal / Agency Consultation	Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) (c), (d), (e); 23 CFR 450.324(g)
E3	Measures of Effectiveness	MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update.	Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1)(x)
E4	Fiscal Constraint	Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h)
E5	Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration	Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP/	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2) (d)(4)(ii); 23 CFR 324(h)
E6	Freight	Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies.	Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324 (b), (f)(1), (f)(5)
E7	Environmental Mitigation	The LRTP must include a discussion of the 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.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)
E8	Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in	Jan 2018 Strategies Memo and 23 CFR 450.322}

<i>Item</i>	<i>Planning Factor</i>	<i>Description</i>	<i>Source</i>
		multimodal system measures and strategies that are reflected in the LRTP	
E9	Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
E10	Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324
E11	Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets.	Jan 2018 Strategies Memo and 23 CFR 450.306(d).
E12	Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Jan 2018 Strategies Memo
E13	Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	Jan 2018 Strategies Memo
E14	Summary of Public Involvement Strategies	Summarize outreach information, and append additional information to LRTP.	Jan 2018 Strategies Memo
E15	Impact Analysis / Data Validation	Have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan.	Jan 2018 Strategies Memo
E16	FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP.	Jan 2018 Strategies Memo
E17	Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with	Jan 2018 Strategies Memo

<i>Item</i>	<i>Planning Factor</i>	<i>Description</i>	<i>Source</i>
		multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	
E18	Scenario Planning ⁵	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo

⁵ The FL-AL TPO 2045 LRTP Scope does **not** include Scenario Planning.

Table 4: Incorporation of Federal Expectations and Emerging Issues

The following table shows how the federal Expectations and Emerging Issues were included in the strategies of 2045 L RTP. An “x” indicates the Objective fulfills the Goal. The FL-AL TPO 2045 L RTP Scope does not include Scenario Planning (item E18) as indicated with a “-” mark.

FEDERAL EXPECTATIONS AND EMERGING ISSUES																			
	GOAL	Public Involvement	Tribal / Agency Consultation	Measures of Effectiveness	Fiscal Constraint	Strategic Highway Safety Plan	Freight	Environmental Mitigation	Congestion Management	Americans with Disabilities Act	Multimodal Feasibility	Transit Asset Management	Mobility on Demand	Agency Consultation	Summary of Public Involvement	Impact Analysis / Data Validation	FDOT Revenue Forecast	Sustainability / Livability	Scenario Planning
		E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	E18
Goal A: Safe and Secure																			
Objectives	A.1					X			X			X							-
	A.2					X			X										-
	A.3					X								X					-
	A.4					X													-
	A.5													X					-
	A.6													X					-
	A.7													X					-
	A.8													X					-
	A.9													X					-
Goal B: Meets User Needs																			
Objectives	B.1								X										-
	B.2								X										-
	B.3								X										-
	B.4								X										-
	B.5										X		X						-
Goal C: Maintained and Operated Efficiently																			
Objectives	C.1				X				X										-
	C.2				X														-
	C.3							X											-
	C.4								X										-

GOAL D: Multimodal, Integrated, Connected																			
Objectives	D.1																	x	-
	D.2						x											x	-
	D.3										x	x	x					x	-
	D.4						x			x								x	-
	D.5									x									-
	D.6													x					-
	D.7																		-
Goal E: Economic Vitality																			
Objectives	E.1						x												-
	E.2						x												-
	E.3										x								-
	E.4													x					-
	E.5										x								-
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users																			
Objectives	F.1																	x	-
	F.2							x										x	-
	F.3																	x	-
	F.4																	x	-
	F.5																	x	-
	F.6																	x	-
Goal G: Consistent, Continuing, Cooperative, Comprehensive																			
Objectives	G.1		x															x	-
	G.2	x	x											x	x				-
	G.3		x															x	-
	G.4	x		x											x	x			-
	G.5	x	x																-
	G.6																	x	-
	G.7				x												x		-

2045 FL-AL LRTP SCHEDULE

[illegible]

DRAFT. Schedule subject to change during duration of 2045 LRTP.

**2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #2
April 23, 2019 Meeting Summary**

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Christy Johnson FDOT Urban Liaison
Andrea Levitt Kvech, Pensacola International Airport
Terri Malone, Technical Coordinating Committee
Leslie Statler, Technical Coordinating Committee
Shawn Ward, Technical Coordinating Committee
Barbara Mayall, Citizens' Advisory Committee (late because of a prior appointment)

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)
Bryant Paulk FDOT Urban Liaison
Vince Beebe, ALDOT Urban Liaison
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Amy Miller, Port of Pensacola
Tonya Ellis, Escambia County Area Transit
Taylor Rider, Baldwin Regional Area Transit System
David Mayo, West Florida Wheelmen
Sean Bullington, Citizens' Advisory Committee
Vernon Compton, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee

Others Attending

Ann Hill, Pensacola City Council
Jenny Cook, City of Milton
Tiffany Bates, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represent.
- Chairman Powell requested Gary Kramer and Cory Wilkinson to present the items on the agenda.

B. Summary of Steering Committee 1

- Gary Kramer distributed a summary of the first Steering Committee Meeting. He explained the documents that were reviewed and selection of the Chairman for the 2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan Steering Committee.
- Shawn Ward iterated the Steering Committee Meeting process is flowing much better for the 2045 Long Range Transportation Plan compared to the 2040 Long Range Transportation Plan.

C. Review of Changes from Steering Committee 1

- Cory Wilkinson mentioned the following changes were agreed upon at the first Steering Committee Meeting.
- Objective B.1: Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.
- 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). Identify recommendations for new Corridor Management Plan sStudies, and incorporate results from previous Corridor Management Plan sStudies.
- 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, trails (paddling, land, and greenways), ferry service and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS).
- Objective D.7: Seek opportunities to provide a passenger rail system (former Objective E.5).
- Goal E: A transportation system that supports and sustains economic vitality.
- Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, small businesses, schools, health care facilities and tourism destinations.
- Objective F.5: Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, the integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users, into transportation systems.
- Cory Wilkinson stated the following additional plans were obtained and reviewed.
 - Escambia County Mid-West Sector Plan
 - South Santa Rosa Bicycle-Pedestrian Plan
 - Pensacola Beach Master Plan
 - Pensacola Beach Congestion Management Plan
 - Milton Riverfront Master Plan
 - Pace-Pea Ridge Bicycle / Pedestrian Plan
 - Florida Greenways and Trails System Plan
 - FDOT Shared Use Non-Motorized (SUN) Trail Plan

D. Comments from Committee Members and Public

- Members recommended the following changes to the Draft 2045 Long Range Transportation Plan Goals and Objectives.
- Goal D: A transportation system that is multimodal, integrated, ~~and~~ connected, **and innovative.**
- Goal E: A transportation system that supports **and promotes** economic vitality.
- Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, ~~local small~~ businesses, schools, health care facilities and tourism destinations.
- Matrix tables need to remove Objective E.5 and add Objective D.7.
- Ann Hill mentioned if “fiscally-constrained” should remain in Objective G.7. After discussion, the Steering Committees agreed to leave “fiscally-constrained” in Objective G.7.
- Update MPO Handbook to most current version.
- Include the City of Orange Beach Comprehensive Plan in the list of plans reviewed.

E. Next Steps

- Gary Kramer iterated that the next steps for the Draft 2045 Long Range Transportation Plan Goals and Objectives is to present a draft at the June TPO and Advisory Committee Meetings, have public outreach/meetings after the June TPO and Advisory Committee Meetings, and recommended for approval at the July TPO and Advisory Committee Meetings.

F. Adjournment

- The meeting was adjourned by Chairman Powell.



Appendix E: 2045 Draft Goals and Objectives for Review

P.O. Box 11399 • 32524-1399 Pensacola, FL | 4081 E. Olive Road-Suite A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 | www.wfrpc.org

TRANSPORTATION PLANNING ORGANIZATION MEETINGS
PLEASE NOTE TPO, TCC AND CAC MEETING DATES AND LOCATIONS

Monday, June 10, 2019

Technical Coordinating Committee (TCC)- 8:30 a.m.

Pensacola City Hall, 222 West Main Street, Pensacola, Florida

Tuesday, June 11, 2019 **NEW DATE AND TIME

Citizens' Advisory Committee (CAC)- 3:00 p.m.

Pensacola City Hall, 222 West Main Street, Pensacola, Florida

Wednesday, June 12, 2019

Transportation Planning Organization (TPO) Board-9:00 a.m.

West Florida Regional Library, 239 North Spring Street, Pensacola, Florida

- A. **CALL TO ORDER / PLEDGE / INVOCATION-** *Chairman Jeff Bergosh*
- B. **APPROVAL OF AGENDA**
Any new action items to be added to the agenda must be approved by a vote of two thirds (2/3) of the TPO members present.
- C. **PUBLIC FORUM:**
Please obtain a speaker request form from ECRC staff. Speakers are asked to limit their remarks to five minutes.
- D. **FDOT/ALDOT UPDATES:**
 - 1. **FDOT UPDATE:** *Mr. Bryant Paulk, AICP, or Ms. Christy Johnson, AICP, Florida Department of Transportation (FDOT) Urban Liaisons*
 - 2. **ALDOT UPDATE:** *Mr. Vincent Beebe, P.E., Alabama Department of Transportation (ALDOT)*
- E. **CONSENT:**
 - 1. **ALL COMMITTEES:** Approval of April 2019 Meeting Minutes

2. **ALL COMMITTEES:** Consideration of Resolution FL-AL 19-07 Adopting the Public participation Process (PPP) Plan for the Florida-Alabama Transportation Planning Organization (TPO)
3. **TPO ONLY:** Consideration of Resolution FL-AL 19-10 to Authorize Filing of the Transportation Disadvantaged Trust Fund Planning Grant Agreement with the Commission for Transportation Disadvantaged
4. **TPO ONLY:** Consideration of the Membership Certification for the Escambia County and Santa Rosa County Transportation Disadvantaged Coordinating Boards
5. **TPO ONLY (SEE ENCLOSURE F):** Election of Technical Coordinating Committee (TCC) Chair and Vice Chair for Fiscal Year (FY) 2020 (July 1, 2019 through June 30, 2020)
6. **TPO ONLY (SEE ENCLOSURE G):** Consideration of Citizens' Advisory Committee (CAC) Application from Mr. Mike Boltz

F. ACTION:

1. **ENCLOSURE A- ALL COMMITTEES (TPO PUBLIC HEARING AND ROLL CALL VOTE REQUIRED)** Consideration of Resolution FL-AL 19-08 Adopting the Florida-Alabama TPO FY 2020-2024 Transportation Improvement Program (TIP) and Authorizing the TPO to Administratively Amend the FY 2020-2024 TIP to Include the Projects in FDOT's Variance Report -*Mr. Gary Kramer, ECRC Staff*
2. **ENCLOSURE B- ALL COMMITTEES (TPO PUBLIC HEARING AND ROLL CALL VOTE REQUIRED)** Consideration of Resolution FL-AL 19-09 to Amend the Florida-Alabama 2040 Long Range Transportation Plan for Two Projects: (1) I-10 from Avalon Boulevard to the Okaloosa County Line and (2) I-10 at Beulah Road Interchange -*Mr. Gary Kramer, ECRC Staff*
3. **ENCLOSURE C- TCC AND TPO ONLY** Consideration of Resolution FL-AL 19-11 Approving the Selection of a Firm for Signalization Consultant Continuing Services and Authorizing the Chairman to Execute the Joint Participation Agreement with the Florida Department of Transportation (FDOT) -*Ms. Jill Lavender, ECRC Staff*
4. **ENCLOSURE D- TPO ONLY** Consideration of Resolution FL-AL 19-12 Approving the Scope of Work for the Regional Rural Transportation Plan -*Mr. Cory Wilkinson, AICP CEP, HDR*
5. **ENCLOSURE E- TCC AND TPO ONLY** Consideration of Transportation Alternatives (TA) Program Management Task Order and Review of TA Scoring Criteria -*Ms. Caitlin Cerame, ECRC Staff*
6. **ENCLOSURE F- TCC AND TPO CONSENT:** Election of Technical Coordinating Committee (TCC) Chair and Vice Chair for Fiscal Year (FY) 2020 (July 1, 2019 through June 30, 2020) **PLEASE NOTE: TCC NOMINATING COMMITTEE IS TO MEET 15 MINUTES PRIOR TO REGULAR MEETING TIME** -*Ms. Tiffany Bates, ECRC Staff*

7. **ENCLOSURE G- CAC AND TPO CONSENT** Consideration of Citizens' Advisory Committee (CAC) Application from Mr. Mike Boltz -*Ms. Brittany Ellers, ECRC Staff*

G. EMERALD COAST REGIONAL COUNCIL CHIEF EXECUTIVE OFFICER'S REPORT- TPO ONLY-
Mr. Austin Mount, ECRC Chief Executive Officer

H. MULTI MODAL UPDATE

I. PRESENTATIONS (no action):

1. **ENCLOSURE H- ALL COMMITTEES** Review of Draft Florida-Alabama TPO FY 2021-2025 Project Priorities -*Mr. Gary Kramer, ECRC Staff*
2. **ENCLOSURE I- ALL COMMITTEES** Review of the Draft FL-AL TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives -*Mr. Gary Kramer, ECRC Staff*
3. **ENCLOSURE J- ALL COMMITTEES** Review of the Draft Berryhill Road Corridor Management Plan (CMP)- *Ms. Jill Lavender, ECRC Staff*

J. INFORMATION ITEMS (no presentation necessary)

1. **ENCLOSURE K- ALL COMMITTEES**
 - TCC and CAC April Meeting Minutes
 - FL-AL April Actions Report
 - City of Milton Letters to TPO Board
 - 2019 FL-AL TPO Schedule

K. OTHER BUSINESS- The next Florida-Alabama TPO meeting will be **Wednesday, July 10, 2019 at 9:00 a.m.** at the Tiger Point Community Center, 1370 Tiger Point Lane, Gulf Breeze, Florida. **Advisory committee meetings** are to be held at Pensacola City Hall, 222 West Main Street, Pensacola, Florida 32502. TCC will meet on **Monday, July 8, 2019 at 8:30 a.m.** The CAC will meet on **Tuesday, July 9, 2019 at 3:00 p.m.**

L. ADJOURNMENT

Stay up to date with TPO events and activities on Facebook: www.facebook.com/wfrpc
Questions? Email Ms. Tiffany Bates, Transportation Program Coordinator, at Tiffany.Bates@ecrc.org

Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability or family status. Reasonable accommodations for access will be made in accordance with the Americans with Disabilities Act and for languages other than English. Please notify Ms. Brittany Ellers of requirements at 850-332-7976, ext. 220 or 1-800-955-8771 for TTY-Florida at least 48 hours in advance.

Introduzca la participación del público se solicita, sin distinción de raza, color, origen nacional, sexo, edad, religión, discapacidad o estado familiar. La OPC hará arreglos razonables para el acceso a esta reunión de acuerdo con el Americans with Disabilities Act, y para los requisitos de idioma que no sea Inglés. Notifique a la Sr. Dan Deanda (dan.deanda@ecrc.org) de los requisitos de acceso o el idioma en el 850-332-7976 ext. 227 o 1-800-955-8771 para TTY-Florida al menos 48 horas de antelación.

ENCLOSURE I ALL COMMITTEES

SUBJECT: Review of the Draft FL-AL TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives

ORIGIN OF SUBJECT: 23 Code of Federal Regulations Section 134(i), Chapter 339.175 (7) Florida Statutes, Florida–Alabama TPO Unified Planning Work Program (UPWP) Task C.2

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The TPO updates the Long Range Transportation Plan every 5 years. The current LRTP was adopted on November 3, 2015. The 2040 Florida-Alabama LRTP's Scope of Services was approved by the TPO on February 13, 2015. Some of the tasks identified in the LRTP Scope of Services are: Public Participation, Congestion Management Process Update, Evaluation Criteria, Financial Resources, 2040 Needs Plan, 2040 Cost Feasible Plan, and Goals and Objectives.

The Goals and Objectives are the guiding principles for the development of the LRTP. They will help determine the projects that are ultimately adopted into the 2045 Needs Plan. A consultant task in the scope of services is to update the Goals and Objectives from the previous plan as well as to review federal, state, local, and regional plans to determine if any updates/changes are needed. A steering committee met at Pensacola City Hall on the dates listed below to develop the draft 2045 LRTP Goals and Objectives document.

- March 26, 2019
- April 23, 2019

The Goals and Objectives will be used to establish the evaluation criteria to rank the adopted 2045 Needs Plan projects. Once this ranking is established, it will be used to create a draft 2045 Cost Feasible plan.

A public workshop on the draft 2045 Long Range Transportation Plan Goals and Objectives will be held at:

Marie Ella Davis Community Center

16 Raymond Street
Pensacola, FL 32507
4:00 p.m.
June 13, 2019

Attached are the following:

- Steering Committee Meeting #1 Summary
- Steering Committee Meeting #2 Summary
- Draft Goals and Objectives

RECOMMENDED ACTION This item is for review this month and adoption in July. Please provide any comments by the close of business on June 18, 2019. Please contact Mr. Gary Kramer if additional information is needed at gary.kramer@ecrc.org or (850) 332-7976 Ext. 219.

Steering Committee Meeting #1 Summary

Pensacola City Hall

March 26, 2019

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Bryant Paulk, FDOT Urban Liaison
Christy Johnson FDOT Urban Liaison
Steve Opalenik, Pensacola Naval Air Station
Andrea Levitt Kvech, Pensacola International Airport
David Mayo, West Florida Wheelmen
Tonya Ellis, Escambia County Area Transit
Barbara Mayall, Citizens' Advisory Committee
Terri Malone, Technical Coordinating Committee
Leslie Statler, Technical Coordinating Committee
Shawn Ward, Technical Coordinating Committee

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)
Vince Beebe, ALDOT Urban Liaison
Randy Roy, Whiting Field
Amy Miller, Port of Pensacola
Taylor Rider, Baldwin Regional Area Transit System
Sean Bullington, Citizens' Advisory Committee
Vernon Compton, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee

Others Attending

John Carlsson, Citizen
Mary Beth Washnock, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Rob Mahan, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan and did a roll call to determine the Steering Committee members present.

B. Overview of the Long Range Transportation Plan Process and Steering Committee

- Gary Kramer explained the Long Range Transportation Plan is updated every five years and must maintain a 20 year planning horizon. The 2040 Long Range Transportation Plan was adopted by the TPO on November 3, 2015. The 2045 Long Range Transportation Plan must be adopted by the TPO prior to November 3, 2020.
- Gary Kramer mentioned the members of the Steering Committee were approved by the TPO on December 12, 2018 and will be meeting frequently before the 2045 Long Range Transportation Plan is adopted. The reason for the frequent meetings is because many products will be discussed prior to presentations at Public Workshops and the TPO and Advisory Committee Meetings.
- Brittany Elliers briefed the Steering Committee on the proposed public involvement task for the 2045 Long Range Transportation Plan.
- Gary Kramer mentioned the Chairman of the TPO's Technical Coordinating Committee was the Chairman of the 2040 Long Range Transportation Plan Steering Committee. The current Chairman of the Technical Coordinating Committee mentioned he would be willing to be the Chairman of the 2045 Long Range Transportation Plan Steering Committee.
- The Steering Committee members approved Griffin Powell, current TCC Chairman, to be the 2045 Long Range Transportation Plan Steering Committee Chairman.

C. Project Schedule

- Cory Wilkinson discussed the proposed project schedule by task, months for public meetings, and months the Long Range Transportation Plan products are tentatively to be presented to the TPO and Advisory Committee Meetings.

D. Review of Supporting Documents and Goals and Objectives

- Cory Wilkinson presented a PowerPoint for supporting documents, the 2040 Long Range Transportation Plan Goals and Objectives, and recommended changes/additions to the 2040 Long Range Transportation Plan Goals and Objectives for the initial Draft 2045 Long Range Transportation Plan Goals and Objectives.
- Members suggested the following plans should also be reviewed for consideration when developing the 2045 Long Range Transportation Plan Goals and Objectives:
 - Santa Rosa Island Authority Master Plan Traffic Study
 - South Santa Rosa Bicycle/Pedestrian Plan
 - Pace/Pea Ridge Bicycle/Pedestrian Plan
 - Complete Streets Concept in Pensacola
 - Milton Comprehensive Plan
 - Escambia County Sector Plan
 - 9th Avenue/Langley/Tippin Transportation Plan that Baskerville-Donovan completed for Escambia County
- Members recommended the following changes to the Draft 2045 Long Range Transportation Plan Goals and Objectives.
 - Objective B.1: Obtain public input using targeted outreach efforts **and** track results by ZIP code in accordance with goals of the 2045 FL-AL LRTP Public Involvement Plan
 - Goal E: A transportation system that supports **and sustains** economic vitality
 - Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, **small businesses**, schools, health care facilities and tourist destinations
 - Objective E.5: Plan for and coordinate with rural government entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions. **Move to a new Objective D.7**

E. Comments from the Committee Members and Public

- Members asked when is the deadline to submit comments?
- Gary Kramer stated additional comments on the Draft 2040 Long Range Transportation Plan Goals and Objectives be e-mailed to him by April 12, 2019.
- Members asked what is the date and time for the next meeting?
- Gary Kramer provided April 23, 2019 and 10:00 a.m. at the Pensacola City Hall Whibbs Room as a tentative date, time, and location. This information will need to be verified with the Pensacola City Hall contact. An e-mail will be sent to the Steering Committee members either confirming this date, time, and location or with a new day, time, and/or location. The time was changed to 8:00 a.m.

F. Next Steps

- Gary Kramer iterated that the next steps for the Draft 2045 Long Range Transportation Plan Goals and Objectives, once the Steering Committee confirms them, is to present a draft at the June TPO and Advisory Committee Meetings, have public outreach/meeting after the June TPO and Advisory Committee Meetings, and recommended for approval at the July TPO and Advisory Committee Meetings.

G. Adjournment

- The meeting was adjourned by Chairman Powell.

Steering Committee Meeting #2 Summary

Pensacola City Hall

April 23, 2019

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee

Christy Johnson FDOT Urban Liaison

Andrea Levitt Kvech, Pensacola International Airport

Terri Malone, Technical Coordinating Committee

Leslie Statler, Technical Coordinating Committee

Shawn Ward, Technical Coordinating Committee

Barbara Mayall, Citizens' Advisory Committee (late because of a prior appointment)

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)

Bryant Paulk FDOT Urban Liaison

Vince Beebe, ALDOT Urban Liaison

Steve Opalenik, Pensacola Naval Air Station

Randy Roy, Whiting Field

Amy Miller, Port of Pensacola

Tonya Ellis, Escambia County Area Transit

Taylor Rider, Baldwin Regional Area Transit System

David Mayo, West Florida Wheelmen

Sean Bullington, Citizens' Advisory Committee

Vernon Compton, Citizens' Advisory Committee

Jim Roberts, Citizens' Advisory Committee

Others Attending

Ann Hill, Pensacola City Council

Jenny Cook, City of Milton

Austin Mount, Emerald Coast Regional Council (via conference call)

Tiffany Bates, Emerald Coast Regional Council

Cameron Smith, Emerald Coast Regional Council

Jill Lavender, Emerald Coast Regional Council

Brittany Ellers, Emerald Coast Regional Council

Cory Wilkinson, HDR

Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represented
- Chairman Powell requested Gary Kramer and Cory Wilkinson to present the items on the agenda.

B. Summary of Steering Committee 1

- Gary Kramer distributed a summary of the first Steering Committee Meeting. He explained the documents that were reviewed and selection of the Chairman for the 2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan Steering Committee.
- Shawn Ward iterated the Steering Committee Meeting process is flowing much better for the 2045 Long Range Transportation Plan compared to the 2040 Long Range Transportation Plan.

C. Review of Changes from Steering Committee 1

- Cory Wilkinson mentioned the following changes were agreed upon at the first Steering Committee Meeting.
- Objective B.1: Obtain public input using targeted outreach efforts **and** track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.
- 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). identify recommendations for new Corridor Management **Plan sStudies** and incorporate results from previous Corridor Management **Plan sStudies**.
- 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, **trails (paddling, land, and greenways)**, ferry service and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS).
- **Objective D.7: Seek opportunities to provide a passenger rail system** (former Objective E.5).
- Goal E: A transportation system that supports **and sustains** economic vitality.
- Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, **small businesses**, schools, health care facilities and tourism destinations.
- Objective F.5: Promote **healthy lifestyles, economic benefits of outdoor recreation and ecotourism, the integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users,** into transportation systems.
- Cory Wilkinson stated the following additional plans were obtained and reviewed:
 - Escambia County Mid-West Sector Plan
 - South Santa Rosa Bicycle-Pedestrian Plan
 - Pensacola Beach Master Plan
 - Pensacola Beach Congestion Management Plan
 - Milton Riverfront Master Plan
 - Pace-Pea Ridge Bicycle / Pedestrian Plan
 - Florida Greenways and Trails System Plan
 - FDOT Shared Use Non-Motorized (SUN) Trail Plan

D. Comments from Committee Members and Public

- Members recommended the following changes to the Draft 2045 Long Range Transportation Plan Goals and Objectives:
- Goal D: A transportation system that is multimodal, integrated, **and connected, and innovative.**
- Goal E: A transportation system that supports **and promotes** economic vitality.
- Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, **local small** businesses, schools, health care facilities and tourism destinations.
- Matrix tables need to remove Objective E.5 and add Objective D.7.
- City of Pensacola Councilwoman Ann Hill mentioned if “fiscally-constrained” should remain in Objective G.7. After discussion, the Steering Committees agreed to leave “fiscally-constrained” in Objective G.7.
- Update MPO Handbook to most current version.

- Include the City of Orange Beach Comprehensive Plan in the list of plans reviewed.

E. Next Steps

- Gary Kramer iterated that the next steps for the Draft 2045 Long Range Transportation Plan Goals and Objectives is to present a draft at the June TPO and Advisory Committee Meetings, have public outreach/meetings after the June TPO and Advisory Committee Meetings, and recommended for approval at the July TPO and Advisory Committee Meetings.

F. Adjournment

- The meeting was adjourned by Chairman Powell.

Vision

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

Mission

The Florida-Alabama TPO 2045 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.

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), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measures. Identify methods to monitor and evaluate performance. Include a System Performance Report.

Objective A.2: Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and 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: Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.

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).

Objective B.4: Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identify an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.

Objective B.5: Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

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). Identify recommendations for new Corridor Management Studies, and incorporate results from previous Corridor Management Studies.

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

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, trails (paddling, land, and greenways), ferry service and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Objective D.4: Integrate transportation modes to increase accessibility and 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. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL.

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

Objective D.7: Seek opportunities to provide a passenger rail system.

Goal E: A transportation system that supports and promotes 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, local businesses, schools, health care facilities and tourism destinations.

Objective E.5: Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

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) and identify potential environmental mitigation.

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

Objective F.4: Improve para-transit services.

Objective F.5: Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users, 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, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.

Objective G.3: Ensure consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).

Objective G.4: Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.

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.).

Objective G.7: Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.









2045 Long Range Transportation Plan Goals and Objectives

Gary Kramer, Planner IV ECRC

Cory Wilkinson, AICP CEP – Project Manager
General Planning Consultant [HDR]







Today's Agenda

- Review 2045 Goals and Objectives
- Steering Committee Recommendations
- Draft for approval in July



Steering Committee Actions

MEETING 1

- March 26, 2019
- 10 a.m. – 12 p.m.
- Pensacola City Hall

MEETING 2

- April 23, 2019
- 8 a.m. – 9 a.m.
- Pensacola City Hall



Federal

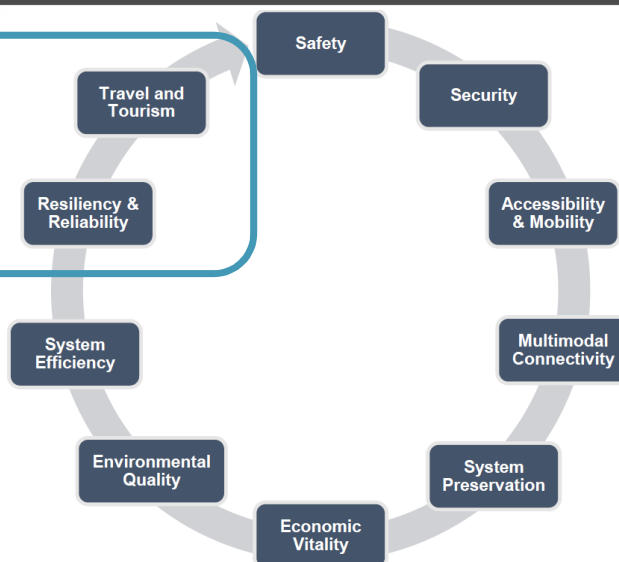
- Planning Factors (10)
- Expectations and Emerging Issues (18)
- FHWA/FTA TPO Certification (2)

State

- Planning Emphasis Areas (3)



New Federal Planning Factors



Resiliency and Reliability:

Improve the resiliency and reliability of the transportation system

Reduce or mitigate stormwater impacts of surface transportation.

- **Reduce vulnerability to natural disasters**
- **Preserve existing and future network**
- **Mitigate against environmental impacts**



Travel and Tourism

Enhance Travel and Tourism

- **Engage all sectors and users of the transportation network**
- **Consult with agencies and officials**





FDOT Planning Emphasis Areas

- Rural Transportation Planning
- Transportation Performance Measures
- Automated / Connected / Electric / Shared-Use Vehicles



Other State-wide planning documents

- Alabama Statewide Transportation Plan
- Alabama Statewide Bicycle and Pedestrian Plan
- Florida Greenways and Trails System Plan
- FL Shared Use Non-Motorized (SUN) Trail
- FL Intelligent Transportation System Strategic Plan





Regional and Local Plans

- ECRC Comprehensive Economic Development Strategy
- ECRC Northwest FL Clean Cities Coalition
- Escambia County Comp Plan
- Mid-West Sector Plan Detailed Area Specific Plan
- Baldwin County Master Plan
- Santa Rosa County Comprehensive Plan
- City of Pensacola Mayoral Transition Committee Report
- City of Orange Beach Transportation Master Plan
- City of Orange Beach Growth Management Plan
- City of Milton Comprehensive Plan
- Perdido Key Master Plan
- Gulf Breeze Master Plan
- NW FL Transportation Corridor Authority Master Plan
- PNS Airport Master Plan
- Port of Pensacola Vision Plan



Vision

- ✓ Multi-modal transportation system
- ✓ Improves quality of life
- ✓ Increases the region's economic competitiveness
- ✓ Protects the environment

no change from 2040





Mission

- ✓ Safe, Secure, and Efficient movement of People and Goods
- ✓ Mobility Options for All

no change from 2040



A transportation system that . . .

- Goal A:** . . . is safe and secure
- Goal B:** . . . meets user needs
- Goal C:** . . . is maintained and operated efficiently
- Goal D:** . . . is multimodal, integrated and connected





A transportation system that . . .

Goal E: . . . supports economic vitality

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes



Minor changes proposed for two Goals:

Goal D: . . . is multimodal, integrated and connected **and innovative**

Goal E: . . . supports **and promotes** economic vitality



EMERALD COAST REGIONAL COUNCIL						
<i>Minor changes proposed for 17 Objectives:</i>						
safe secure	meets needs	maintained operated efficiently	multimodal integrated connected	economic vitality	life environment health	consistent continuing cooperative comprehensive
A1	B1	C4	D3	E4	F2	G2
A2	B4		D4	E5	F5	G3
	B5		D5			G4
						G7

EMERALD COAST REGIONAL COUNCIL

Goal A, 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), in accordance with the Florida Department of Transportation “Vision Zero” and the Alabama Department of Transportation “Towards Zero Deaths Initiative” standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measures. Identify methods to monitor and evaluate performance. Include a System Performance Report.

Goal A, Objective A.2

Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.

Goal B, Objective B.1

~~Conduct transportation survey(s) on an annual basis.~~ Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.



Goal B, Objective B.4

Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.



Goal B, Objective B.5

Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.



Goal C, 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). Identify recommendations for new Corridor Management Plan studies, and incorporate results from previous Corridor Management Plan studies.

Goal D, 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, trails (paddling, land, and greenways), ferry service and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].

Goal D, Objective D.4

Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.

Goal D, Objective D.5

Expand transit services to improve accessibility, availability and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL.

Goal E, Objective E.4

Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities and tourism destinations.

Goal E, Objective E.5

Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.



Goal F, Objective F.2

Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution) and identify potential environmental mitigation.



Goal F, Objective F.5

Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.



Goal G, Objective G.2

Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.

Goal G, Objective G.3

Ensure consistency with the ~~Strategic Regional Policy Plan~~ Comprehensive Economic Development Strategy (CEDS) developed by the ~~West Florida Regional Planning Council~~ Emerald Coast Regional Council (ECRC).



Goal G, Objective G.4

Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.



Goal G, Objective G.7

Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.





QUESTIONS?

Cory Wilkinson, AICP CEP – Project Manager
Cory.Wilkinson@hdrinc.com | 850 – 429 – 8944





Appendix F: 2045 Public Meeting

Wilkinson, Cory

From: Gary Kramer <gary.kramer@ECRC.org>
Sent: Thursday, June 6, 2019 4:19 PM
To: FL-AL LRTP Alabama Environmental Review Coordination; FL-AL LRTP Florida Environmental Review Coordination
Cc: Wilkinson, Cory; BRYANT PAULK; Mary Beth Washnock; Tiffany Bates; Cameron Smith; Michael Hora; Bryan Fair; CHRISTY JOHNSON; Brittany Ellers
Subject: Florida-Alabama TPO's 2045 Long Range Transportation Plan Draft Goals and Objectives
Attachments: FL AL 2045 Draft Goals and Objectives clean copy 05 21 19.pdf

To Environmental Review Agencies:

Attached is the Draft Florida-Alabama Transportation Planning Organization's Long Range Transportation Plan Goals and Objectives. Please review and provide any comments by the close of business on June 18, 2019. If you are interested, a public workshop on the Draft Goals and Objectives is:

Marie Ella Davis Community Center
16 Raymond Street
Pensacola, FL 32507
4:00 p.m.
June 13, 2019

Sincerely,
Gary Kramer
Planner IV, Long Range Transportation Planning



Working to preserve and enhance the quality of life in northwest Florida.

PO Box 11399, Pensacola, FL 32524
850-332-7976, ext. 219 | Fax: 850-637-1923
ecrc.org

Email communications to or from Emerald Coast Regional Council and its employees are considered to be public records. Florida's public records law requires these communications be made available to the public and media upon request. (Florida Statutes, Chapter 119)

Wilkinson, Cory

From: Gary Kramer <gary.kramer@ECRC.org>
Sent: Thursday, June 6, 2019 4:19 PM
To: FL-AL LRTP Native American Tribal Agencies
Cc: Wilkinson, Cory; BRYANT PAULK; Mary Beth Washnock; Tiffany Bates; Cameron Smith; Michael Hora; Bryan Fair; CHRISTY JOHNSON; Brittany Ellers
Subject: Florida-Alabama TPO's 2045 Long Range Transportation Plan Draft Goals and Objectives
Attachments: FL AL 2045 Draft Goals and Objectives clean copy 05 21 19.pdf

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Wilkinson, Cory

From: Wilkinson, Cory
Sent: Monday, June 17, 2019 9:09 AM
To: Gary Kramer (gary.kramer@ecrc.org)
Cc: Smith, Jessica (Orlando, Florida); Jill Lavender (jill.lavender@ecrc.org); Brittany Ellers (Brittany.Ellers@ecrc.org)
Subject: RE: draft input from FL-AL TPO Goals and Objectives public meeting June 13, 2019
Attachments: clean copy 06 17 19.docx; markup 06 17 19.docx

I've modified the notes based on your input, and attached the mark-up and clean copies.

Notes from the June 13, 2019 FL-AL Goals and Objectives public meeting.

- **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, trolleys, automobile, bicycle facilities, trails (paddling, land, and greenways), ferry and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]^[1].
- **Objective D.5:** Expand transit services to improve accessibility, availability and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn program.

Q: Are the draft goals and objectives based on workshops and public input?

A: Yes. The draft 2045 goals and objectives began with the 2040 goals and objectives as modified to incorporate new federal and state guidance, and incorporate the results of two steering committee reviews.

Q: Are alternative fuels considered?

A: Yes. Alternative fuels are incorporated in Objective B.5 which originates from the Emerald Coast Regional Council (ECRC) Northwest FL Clean Cities Coalition.

Q: Objective D.3. Clarify that ferry service should include both recreational and commuter options. Add water taxis and trolleys as options. Additional trolley service is requested for Perdido Key.

A: Specific routes such as provision of trolley service to Perdido Key are not appropriate for Goals and Objectives which are more broad. However, Objective D.3 can be modified to incorporate trolleys, and to clarify that ferry service and water taxi service may include both recreational and commuter options.

Q: General discussion: Need additional emphasis on expanding bus service to the beaches, additional park and ride lots, and shuttles for beach employees.

A: Staff believes the proposed revisions in Objective D.5 are sufficient to emphasize the need for coordination with Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL. Specific route changes are not appropriate for Goals and Objectives which are more broad. Objective D.3 currently identifies the need for park and ride lots. Objective D.5 currently identifies the need to improve transit services.

Q: Objective D.5. Consider adding RideOn as an option.
A: Objective D.5 can be modified to incorporate RideOn.

Q: Do all ECAT busses have bicycle racks?
A: Yes.

Q: Should the Goals and Objectives include Amtrak® passenger rail?
A: Objective D.7 includes opportunities for passenger rail system.

Q: Are greenways and trails included?
A: Objective D.3 and Objective F.5 incorporate trails.

Q: What is paratransit service?

A: It provides transportation services for people with disabilities as a supplement to fixed-route bus systems by public transit agencies.

Cory Wilkinson, AICP CEP
D 850.429.8944

hdrinc.com/follow-us

From: Wilkinson, Cory
Sent: Friday, June 14, 2019 11:13 AM
To: Gary Kramer (gary.kramer@ecrc.org) <gary.kramer@ecrc.org>
Cc: Smith, Jessica (Orlando, Florida) <Jessica.Smith1@hdrinc.com>; Jill Lavender (jill.lavender@ecrc.org) <jill.lavender@ecrc.org>; Brittany Ellers (Brittany.Ellers@ecrc.org) <Brittany.Ellers@ecrc.org>
Subject: draft input from FL-AL TPO Goals and Objectives public meeting June 13, 2019

Gary –

For your review and modification, here are my notes from yesterday's FL-AL Goals and Objectives public meeting. I'm adding Jill and Brittany both in attendance in case they heard something I missed.

In summary, I think the following two Objectives can be modified [red font] based on the public input:

- **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, trolleys, automobile, bicycle facilities, trails (paddling, land, and greenways), ferry and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]^[1].
- **Objective D.5:** Expand transit services to improve accessibility, availability and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn program.

Q: Are the draft goals and objectives based on workshops and public input?

A: Yes. The draft 2045 goals and objectives began with the 2040 goals and objectives as modified to incorporate new federal and state guidance, and incorporate the results of two steering committee reviews.

Q: Are alternative fuels considered?

A: Yes. Alternative fuels are incorporated in Objective B.5 which originates from the Emerald Coast Regional Council (ECRC) Northwest FL Clean Cities Coalition.

Q: Objective D.3. Clarify that ferry service should include both recreational and commuter options. Add water taxis and trolleys as options. Additional trolley service is requested for Perdido Key.

A: Specific routes such as provision of trolley service to Perdido Key are not appropriate for Goals and Objectives which are more broad. However, Objective D.3 can be modified to incorporate trolleys, and to clarify that ferry service and water taxi service may include both recreational and commuter options.

Q: General discussion: Need additional emphasis on expanding bus service to the beaches.

A: Staff believes the proposed revisions in Objective D.5 are sufficient to emphasize the need for coordination with Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL. Specific route changes are not appropriate for Goals and Objectives which are more broad.

Q: Objective D.5. Consider adding RideOn as an option.

A: Objective D.5 can be modified to incorporate RideOn.

Q: Do all ECAT busses have bicycle racks?

A: Yes.

Q: Should the Goals and Objectives include Amtrak® passenger rail?

A: Objective D.7 includes opportunities for passenger rail system.

Q: Are greenways and trails included?

A: Objective D.3 and Objective F.5 incorporate trails.

Cory Wilkinson, AICP CEP
Senior Planner

HDR
25 West Cedar Street, Suite 200
Pensacola, FL 32502
D [850.429.8944]
[cory.wilkinson@hdrinc.com]

hdrinc.com/follow-us



Appendix G: 2045 Final Goals and Objectives for Approval

P.O. Box 11399 • 32524-1399 Pensacola, FL | 4081 E. Olive Road-Suite A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 | www.ecrc.org

TRANSPORTATION PLANNING ORGANIZATION MEETINGS
PLEASE NOTE TPO, TCC AND CAC MEETING DATES AND LOCATIONS

Monday, July 8, 2019

Technical Coordinating Committee (TCC)- 8:30 a.m.

Pensacola City Hall, 222 West Main Street, Pensacola, Florida

Tuesday, July 9, 2019 **NEW DATE AND TIME

Citizens' Advisory Committee (CAC)- 3:00 p.m.

Pensacola City Hall, 222 West Main Street, Pensacola, Florida

Wednesday, July 10, 2019

Transportation Planning Organization (TPO) Board-9:00 a.m.

Tiger Point Community Center, 1370 Tiger Point Lane, Gulf Breeze, Florida

- A. **CALL TO ORDER / PLEDGE / INVOCATION-** *Chairman Sam Parker*
- B. **APPROVAL OF AGENDA**
Any new action items to be added to the agenda must be approved by a vote of two thirds (2/3) of the TPO members present.
- C. **PUBLIC FORUM:**
Please obtain a speaker request form from ECRC staff. Speakers are asked to limit their remarks to **five** minutes.
- D. **FDOT/ALDOT UPDATES:**
 - 1. **FDOT UPDATE** *Mr. Bryant Paulk, AICP, or Ms. Christy Johnson, AICP, Florida Department of Transportation (FDOT) Urban Liaisons*
 - 2. **ALDOT UPDATE** *Mr. Vincent Beebe, P.E., Alabama Department of Transportation (ALDOT)*

E. CONSENT:

1. **ALL COMMITTEES** Approval of June 2019 Meeting Minutes
2. **ALL COMMITTEES** Consideration of Resolution FL-AL 19-17 Adopting the Berryhill Road Corridor Management Plan (CMP) from Locklin Technical College to Dogwood Drive (SR 89) and Endorsing Implementation of Transportation Strategies and Projects Identified in the Plan
3. **ALL COMMITTEES** Consideration of Resolution FL-AL 19-14 Adopting the FY 2019 Transportation Alternatives Set Aside Scoring Criteria

F. ACTION:

1. **ENCLOSURE A- ALL COMMITTEES (TPO ROLL CALL VOTE)** Consideration of Resolution FL-AL 19-18 Amending the FY 2019-2023 Transportation Improvement Program to Increase the Construction Cost for SR 87 from South of Clear Creek to North of SR 4, Resurfacing Project for Financial Project Identification (FPID) number 4397211 in FY 2019/2020 from \$5,711,868 to \$8,804,142 - *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
2. **ENCLOSURE B- ALL COMMITTEES (TPO ROLL CALL VOTE)** Consideration of Resolution FL-AL 19-19 Amending the FY 2019-2023 and FY 2020-2024 Transportation Improvement Programs to Show all Federal Funds Being Used by the TPO for Planning Purposes in the FY 2018/2019 and FY 20019/2020 Unified Planning Work Programs for Financial Project Identification (FPID) Number 4393212 in FY 2018/2019 for \$2,004,132 and in FY 2019/2020 for \$749,236- *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
3. **ENCLOSURE C- ALL COMMITTEES (TPO ROLL CALL VOTE)** Consideration of Resolution FL-AL 19-15 Adopting the FL-AL FY 2021-2025 Project Priorities- *Mr. Gary Kramer, ECRC Staff*
4. **ENCLOSURE D- ALL COMMITTEES** Consideration of Resolution FL-AL 19-16 Adopting the Florida-Alabama TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives- *Mr. Gary Kramer, ECRC Staff*
5. **ENCLOSURE E-ALL COMMITTEES** Consideration of Resolution FL-AL 19-13 Adopting the East Bay Boulevard Corridor Management Plan (CMP) Scope of Services to Start After August 1, 2019 and Authorizing Execution of Consultant Task Order- *Ms. Caitlin Cerame, ECRC Staff*

G. EMERALD COAST REGIONAL COUNCIL CHIEF EXECUTIVE OFFICER'S REPORT- TPO ONLY-
Mr. Austin Mount, ECRC Chief Executive Officer

H. MULTI MODAL UPDATE

I. PRESENTATIONS (no action):

1. **ENCLOSURE F- ALL COMMITTEES** Update on State Road 10A (US 90) West Cervantes Street from Dominguez Street to "A" Street Pedestrian Safety Study- *Mr. M. Brad Collins, P.E., HDR Project Manager*

2. **ENCLOSURE G- ALL COMMITTEES** Escambia County Area Transit (ECAT) Bus Stop Assessment Plan Progress Update- *Mr. Brian Waterman, Senior Transportation/Transit Planner, HDR Inc.*
3. **ENCLOSURE H- ALL COMMITTEES** Review of the 2019 Florida-Alabama Title VI Program Major Update- *Ms. Brittany Ellers, ECRC Staff*

J. INFORMATION ITEMS (no presentation necessary)

1. ENCLOSURE I- ALL COMMITTEES

- TCC and CAC June Meeting Minutes
- FL-AL June Actions Report
- FDOT Joint Certification Statement
- Regional Rural Transportation Plan Notice to Proceed
- 2019 FL-AL TPO Schedule

K. OTHER BUSINESS- The next Florida-Alabama TPO meeting will be **Wednesday, October 9, 2019 at 9:00 a.m.** at the West Florida Regional Library, 239 North Spring Street, Pensacola, Florida. **Advisory committee meetings** will be held at Pensacola City Hall, 222 West Main Street, Pensacola, Florida 32502. TCC will meet on **Monday, October 7, 2019 at 8:30 a.m.** The CAC will meet on **Tuesday, October 8, 2019 at 3:00 p.m.**

L. ADJOURNMENT

Stay up to date with TPO events and activities on Facebook at www.Facebook.com/EmeraldCoastRegionalCouncil or by subscribing to the Florida-Alabama TPO Interested Parties list: <http://eepurl.com/dlszQT>

Questions? Email Ms. Tiffany Bates, Transportation Program Coordinator, at Tiffany.Bates@ecrc.org

Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability or family status. Reasonable accommodations for access will be made in accordance with the Americans with Disabilities Act and for languages other than English. Please notify Ms. Brittany Ellers of requirements at 850-332-7976, ext. 220 or 1-800-955-8771 for TTY-Florida at least 48 hours in advance.

Introduzca la participación del público se solicita, sin distinción de raza, color, origen nacional, sexo, edad, religión, discapacidad o estado familiar. La OPC hará arreglos razonables para el acceso a esta reunión de acuerdo con el Americans with Disabilities Act, y para los requisitos de idioma que no sea Inglés. Notifique a la Sr. Dan Deanda (dan.deanda@ecrc.org) de los requisitos de acceso o el idioma en el 850-332-7976 ext. 227 o 1-800-955-8771 para TTY-Florida al menos 48 horas de antelación.

ENCLOSURE D ALL COMMITTEES

SUBJECT: Consideration of Resolution FL-AL 19-16 Adopting the Florida-Alabama TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives

ORIGIN OF SUBJECT: 23 Code of Federal Regulations Section 134(i), Chapter 339.175 (7) Florida Statutes, Florida-Alabama TPO Unified Planning Work Program (UPWP) Task C.2

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The TPO updates the Long Range Transportation Plan every 5 years. The current LRTP was adopted on November 3, 2015. The 2045 Florida-Alabama LRTP scope of services was approved by the TPO on February 13, 2015. Some of the tasks identified in the LRTP scope of services are: Public Participation, Congestion Management Process Update, Evaluation Criteria, Financial Resources, 2040 Needs Plan, 2040 Cost Feasible Plan, and Goals and Objectives.

The Goals and Objectives are the guiding principles for the development of the LRTP. They will help determine the projects that are ultimately adopted into the 2045 Needs Plan. A consultant task in the scope of services is to update the Goals and Objectives from the previous plan as well as to review federal, state, local, and regional plans to determine if any updates/changes are needed. A steering committee met at Pensacola City Hall on March 26, 2019 and April 23, 2019 to develop the draft 2045 LRTP Goals and Objectives document.

A public workshop on the draft 2045 Long Range Transportation Plan Goals and Objectives was held at the Marie Ella Davis Community Center on June 13, 2019.

The Goals and Objectives will be used to establish evaluation criteria to rank the adopted 2045 Needs Plan projects. Once this ranking is established, it will be used to create a draft 2045 Cost Feasible Plan.

Attached are the following:

- Resolution FL-AL 19-16
- Steering Committee Meeting #1 Summary
- Steering Committee Meeting #2 Summary
- Public Workshop Summary
- Mike Hamlin, ECUA Comment
- Draft Goals and Objectives

RECOMMENDED ACTION Approval of a motion to authorize the TPO chairman to sign Resolution FL-AL 19-16 to adopt the Florida-Alabama TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives with any changes that may have been presented This alternative is recommended to maintain the adoption date of the 2045 Long Range Transportation Plan by November 3, 2020. Please contact Mr. Gary Kramer, ECRC staff, if additional information is needed at gary.kramer@ecrc.org or (850) 332-7976 Ext. 219.

RESOLUTION FL-AL 19-16

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

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) Long Range Transportation Plan 2045 Update, developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) approved the Long Range Transportation Plan 2045 Update Scope of Services on February 13, 2019; and

WHEREAS, a task in the Long Range Transportation Plan 2045 Update Scope of Services is Goals and Objectives; and

WHEREAS, Goals and Objectives were recommended by a steering committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry, and

WHEREAS the steering committee considered and incorporated the ten FAST Act planning factors, performance measures, and other federal, state, and local transportation related documents in the development of the Goals and Objectives;

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

The Florida-Alabama TPO approves the Goals and Objectives for its 2045 Long Range Transportation Plan update.

Passed and duly adopted by the Florida-Alabama TPO on this 10th day of July 2019.

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Sam Parker, Chairman

ATTEST: _____

Steering Committee Meeting #1 Summary

Pensacola City Hall

March 26, 2019

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Bryant Paulk, FDOT Urban Liaison
Christy Johnson FDOT Urban Liaison
Steve Opalenik, Pensacola Naval Air Station
Andrea Levitt Kvech, Pensacola International Airport
David Mayo, West Florida Wheelmen
Tonya Ellis, Escambia County Area Transit
Barbara Mayall, Citizens' Advisory Committee
Terri Malone, Technical Coordinating Committee
Leslie Statler, Technical Coordinating Committee
Shawn Ward, Technical Coordinating Committee

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)
Vince Beebe, ALDOT Urban Liaison
Randy Roy, Whiting Field
Amy Miller, Port of Pensacola
Taylor Rider, Baldwin Regional Area Transit System
Sean Bullington, Citizens' Advisory Committee
Vernon Compton, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee

Others Attending

John Carlsson, Citizen
Mary Beth Washnock, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Rob Mahan, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan and did a roll call to determine the Steering Committee members present.

B. Overview of the Long Range Transportation Plan Process and Steering Committee

- Gary Kramer explained the Long Range Transportation Plan is updated every five years and must maintain a 20 year planning horizon. The 2040 Long Range Transportation Plan was adopted by the TPO on November 3, 2015. The 2045 Long Range Transportation Plan must be adopted by the TPO prior to November 3, 2020.
- Gary Kramer mentioned the members of the Steering Committee were approved by the TPO on December 12, 2018 and will be meeting frequently before the 2045 Long Range Transportation Plan is adopted. The reason for the frequent meetings is because many products will be discussed prior to presentations at Public Workshops and the TPO and Advisory Committee Meetings.
- Brittany Ellers briefed the Steering Committee on the proposed public involvement task for the 2045 Long Range Transportation Plan.
- Gary Kramer mentioned the Chairman of the TPO's Technical Coordinating Committee was the Chairman of the 2040 Long Range Transportation Plan Steering Committee. The current Chairman of the Technical Coordinating Committee mentioned he would be willing to be the Chairman of the 2045 Long Range Transportation Plan Steering Committee.
- The Steering Committee members approved Griffin Powell, current TCC Chairman, to be the 2045 Long Range Transportation Plan Steering Committee Chairman.

C. Project Schedule

- Cory Wilkinson discussed the proposed project schedule by task, months for public meetings, and months the Long Range Transportation Plan products are tentatively to be presented to the TPO and Advisory Committee Meetings.

D. Review of Supporting Documents and Goals and Objectives

- Cory Wilkinson presented a PowerPoint for supporting documents, the 2040 Long Range Transportation Plan Goals and Objectives, and recommended changes/additions to the 2040 Long Range Transportation Plan Goals and Objectives for the initial Draft 2045 Long Range Transportation Plan Goals and Objectives.
- Members suggested the following plans should also be reviewed for consideration when developing the 2045 Long Range Transportation Plan Goals and Objectives:
 - Santa Rosa Island Authority Master Plan Traffic Study
 - South Santa Rosa Bicycle/Pedestrian Plan
 - Pace/Pea Ridge Bicycle/Pedestrian Plan
 - Complete Streets Concept in Pensacola
 - Milton Comprehensive Plan
 - Escambia County Sector Plan
 - 9th Avenue/Langley/Tippin Transportation Plan that Baskerville-Donovan completed for Escambia County
- Members recommended the following changes to the Draft 2045 Long Range Transportation Plan Goals and Objectives.
 - Objective B.1: Obtain public input using targeted outreach efforts **and** track results by ZIP code in accordance with goals of the 2045 FL-AL LRTP Public Involvement Plan
 - Goal E: A transportation system that supports **and sustains** economic vitality
 - Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, **small businesses**, schools, health care facilities and tourist destinations
 - Objective E.5: Plan for and coordinate with rural government entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions. **Move to a new Objective D.7**

E. Comments from the Committee Members and Public

- Members asked when is the deadline to submit comments?
- Gary Kramer stated additional comments on the Draft 2040 Long Range Transportation Plan Goals and Objectives be e-mailed to him by April 12, 2019.
- Members asked what is the date and time for the next meeting?
- Gary Kramer provided April 23, 2019 and 10:00 a.m. at the Pensacola City Hall Whibbs Room as a tentative date, time, and location. This information will need to be verified with the Pensacola City Hall contact. An e-mail will be sent to the Steering Committee members either confirming this date, time, and location or with a new day, time, and/or location. The time was changed to 8:00 a.m.

F. Next Steps

- Gary Kramer iterated that the next steps for the Draft 2045 Long Range Transportation Plan Goals and Objectives, once the Steering Committee confirms them, is to present a draft at the June TPO and Advisory Committee Meetings, have public outreach/meeting after the June TPO and Advisory Committee Meetings, and recommended for approval at the July TPO and Advisory Committee Meetings.

G. Adjournment

- The meeting was adjourned by Chairman Powell.

Steering Committee Meeting #2 Summary

Pensacola City Hall

April 23, 2019

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee

Christy Johnson FDOT Urban Liaison

Andrea Levitt Kvech, Pensacola International Airport

Terri Malone, Technical Coordinating Committee

Leslie Statler, Technical Coordinating Committee

Shawn Ward, Technical Coordinating Committee

Barbara Mayall, Citizens' Advisory Committee (late because of a prior appointment)

Members Not Attending

Rickey Fitzgerald, FDOT (Freight)

Bryant Paulk FDOT Urban Liaison

Vince Beebe, ALDOT Urban Liaison

Steve Opalenik, Pensacola Naval Air Station

Randy Roy, Whiting Field

Amy Miller, Port of Pensacola

Tonya Ellis, Escambia County Area Transit

Taylor Rider, Baldwin Regional Area Transit System

David Mayo, West Florida Wheelmen

Sean Bullington, Citizens' Advisory Committee

Vernon Compton, Citizens' Advisory Committee

Jim Roberts, Citizens' Advisory Committee

Others Attending

Ann Hill, Pensacola City Council

Jenny Cook, City of Milton

Austin Mount, Emerald Coast Regional Council (via conference call)

Tiffany Bates, Emerald Coast Regional Council

Cameron Smith, Emerald Coast Regional Council

Jill Lavender, Emerald Coast Regional Council

Brittany Ellers, Emerald Coast Regional Council

Cory Wilkinson, HDR

Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan. Each of the participants stated their names and the organization they represented
- Chairman Powell requested Gary Kramer and Cory Wilkinson to present the items on the agenda.

B. Summary of Steering Committee 1

- Gary Kramer distributed a summary of the first Steering Committee Meeting. He explained the documents that were reviewed and selection of the Chairman for the 2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan Steering Committee.
- Shawn Ward iterated the Steering Committee Meeting process is flowing much better for the 2045 Long Range Transportation Plan compared to the 2040 Long Range Transportation Plan.

C. Review of Changes from Steering Committee 1

- Cory Wilkinson mentioned the following changes were agreed upon at the first Steering Committee Meeting.
- Objective B.1: Obtain public input using targeted outreach efforts **and** track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.
- 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). identify recommendations for new Corridor Management **Plan sStudies** and incorporate results from previous Corridor Management **Plan sStudies**.
- 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, **trails (paddling, land, and greenways)**, ferry service and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].
- **Objective D.7: Seek opportunities to provide a passenger rail system** (former Objective E.5).
- Goal E: A transportation system that supports **and sustains** economic vitality.
- Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, **small businesses**, schools, health care facilities and tourism destinations.
- Objective F.5: Promote **healthy lifestyles, economic benefits of outdoor recreation and ecotourism, the integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users,** into transportation systems.
- Cory Wilkinson stated the following additional plans were obtained and reviewed:
 - Escambia County Mid-West Sector Plan
 - South Santa Rosa Bicycle-Pedestrian Plan
 - Pensacola Beach Master Plan
 - Pensacola Beach Congestion Management Plan
 - Milton Riverfront Master Plan
 - Pace-Pea Ridge Bicycle / Pedestrian Plan
 - Florida Greenways and Trails System Plan
 - FDOT Shared Use Non-Motorized (SUN) Trail Plan

D. Comments from Committee Members and Public

- Members recommended the following changes to the Draft 2045 Long Range Transportation Plan Goals and Objectives:
- Goal D: A transportation system that is multimodal, integrated, **and connected, and innovative.**
- Goal E: A transportation system that supports **and promotes** economic vitality.
- Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, **local small** businesses, schools, health care facilities and tourism destinations.
- Matrix tables need to remove Objective E.5 and add Objective D.7.
- City of Pensacola Councilwoman Ann Hill mentioned if “fiscally-constrained” should remain in Objective G.7. After discussion, the Steering Committees agreed to leave “fiscally-constrained” in Objective G.7.
- Update MPO Handbook to most current version.
- Include the City of Orange Beach Comprehensive Plan in the list of plans reviewed.

E. Next Steps

- Gary Kramer iterated that the next steps for the Draft 2045 Long Range Transportation Plan Goals and Objectives is to present a draft at the June TPO and Advisory Committee Meetings, have public outreach/meetings after the June TPO and Advisory Committee Meetings, and recommended for approval at the July TPO and Advisory Committee Meetings.

F. Adjournment

- The meeting was adjourned by Chairman Powell.

Public Workshop Comments

1. Are the draft goals and objectives based on workshops and public input?

Yes. The draft 2045 goals and objectives began with the 2040 goals and objectives as modified to incorporate new federal and state guidance and incorporate the results of two steering committee reviews.

2. Are alternative fuels considered?

Yes. Alternative fuels are incorporated in Objective B.5 which originates from the Emerald Coast Regional Council (ECRC) Northwest FL Clean Cities Coalition.

3. Objective D.3. Clarify that ferry service should include both recreational and commuter options. Add water taxis and trolleys as options. Additional trolley service is requested for Perdido Key.

Specific routes such as provision of trolley service to Perdido Key are not appropriate for Goals and Objectives which are more broad. However, Objective D.3 can be modified to incorporate trolleys, and to clarify that ferry service and water taxi service may include both recreational and commuter options.

4. Need additional emphasis on expanding bus service to the beaches, additional park and ride lots, and shuttles for beach employees.

Staff believes the proposed revisions in Objective D.5 are sufficient to emphasize the need for coordination with Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL. Specific route changes are not appropriate for Goals and Objectives which are more broad. Objective D.3 currently identifies the need for park and ride lots. Objective D.5 currently identifies the need to improve transit services.

5. Objective D.5. Consider adding RideOn as an option.

Objective D.5 can be modified to incorporate RideOn.

6. Do all ECAT busses have bicycle racks?

Yes.

7. Should the Goals and Objectives include Amtrak® passenger rail?

Objective D.7 includes opportunities for passenger rail system.

8. Are greenways and trails included?

Objective D.3 and Objective F.5 incorporate trails.

9. What is paratransit service?

It provides transportation services for people with disabilities as a supplement to fixed-route bus systems by public transit agencies.

Based on the above comments, the following two objectives were modified as illustrated in the red font.

- **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, trolleys, automobile, bicycle facilities, trails (paddling, land, and greenways), ferry and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]^[1].
- **Objective D.5:** Expand transit services to improve accessibility, availability and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn program.

^[1] Includes Automated and Connected Vehicles, and Autonomous Vehicles.

Mike Hamlin, ECUA Comment

Objective G.5: Involve regulatory agencies [\(including but not limited to Transportation, Environmental, Tribal, and Utilities\)](#) and interested citizens groups early in the planning process [so any issues among these agencies and groups can be addressed sooner rather than later](#).

1. Please add this wording the when 2045 Long Range Transportation Plan Final Report when it is drafted **“The public needs and requires utility upgrades and expansions that coincide with the needs, scope, and timing of roadway upgrades. TPO’s and roadway agencies are encouraged to recognize the value of providing ROW space and roadway contract time to accommodate utility relocations, upgrades, and expansions. Holistic planning that incorporates the utility industry as a partner from initial project concept through construction will help deliver a more comprehensive, successful, and timely project to the public.”**

This language will be included in the 2045 Long Range Transportation Plan Final Report.

Vision

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

Mission

The Florida-Alabama TPO 2045 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.

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), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measures. Identify methods to monitor and evaluate performance. Include a System Performance Report.

Objective A.2: Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and 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: Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.

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).

Objective B.4: Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identify an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.

Objective B.5: Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS) ¹]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

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). Identify recommendations for new Corridor Management Studies, and incorporate results from previous Corridor Management Studies.

¹ Includes Automated and Connected Vehicles, and Autonomous Vehicles.

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

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, trolleys, automobile, bicycle facilities, trails (paddling, land, and greenways), ferry and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS) ²].

Objective D.4: Integrate transportation modes to increase accessibility and 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. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.

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

Objective D.7: Seek opportunities to provide a passenger rail system.

Goal E: A transportation system that supports and promotes 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, local businesses, schools, health care facilities and tourism destinations.

Objective E.5: Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

² Includes Automated and Connected Vehicles, and Autonomous Vehicles.

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) and identify potential environmental mitigation.

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

Objective F.4: Improve para-transit services.

Objective F.5: Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, the integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users, 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, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.

Objective G.3: Ensure consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).

Objective G.4: Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.

Objective G.5: Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Tribal, and Utilities) and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.

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

Objective G.7: Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.

Proposed Draft 2045 FL-AL LRTP Goals and Objectives (June 2019)

The Vision and Mission statements utilized from the 2040 LRTP remain unchanged with the following exceptions:

- Goal D was modified during Steering Committee #2 to add “innovative” to describe the transportation system;
- Goal E was modified during Steering Committee #1 to add “supports and sustains economic vitality” at the recommendation of a member of the public in attendance. Goal E was further modified during Steering Committee #2 to change “sustains” to “promotes” so as not to overreach on the goal.
- Modifications to the Objectives to meet the new Planning Factors, expectations, and other emphasis areas are shown in double underline font.
- Modifications as a result of Steering Committee #1 (March 26, 2019), and Steering Committee #2 (April 23, 2019) are shown in red underline font.
- Modifications as a result of the public meeting (June 13, 2019) and final TCC review are shown in blue underline font.

Vision

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

Mission

The Florida-Alabama TPO 2045 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.

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), in accordance with the Florida Department of Transportation “Vision Zero” and the Alabama Department of Transportation “Towards Zero Deaths Initiative” standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measures. Identify methods to monitor and evaluate performance. Include a System Performance Report.

Objective A.2: Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and 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.~~ Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.

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).

Objective B.4: Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identify an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.

Objective B.5: Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)¹]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.

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). Identify recommendations for new Corridor Management Plan sStudies, and incorporate results from previous Corridor Management Plan sStudies.

¹ Includes Automated and Connected Vehicles, and Autonomous Vehicles. G20

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

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, trolleys, automobile, bicycle facilities, trails (paddling, land, and greenways), ferry and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)²].

Objective D.4: Integrate transportation modes to increase accessibility and 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. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.

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

Objective D.7: Seek opportunities to provide a passenger rail system.

Goal E: A transportation system that supports and promotes 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, local businesses, schools, health care facilities and tourism destinations.

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

Objective E.5: Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

² Includes Automated and Connected Vehicles, and Autonomous Vehicles. G21

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) and identify potential environmental mitigation.

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

Objective F.4: Improve para-transit services.

Objective F.5: Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, the integration of recreation, physical activity and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users, 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, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.

Objective G.3: Ensure consistency with the ~~Strategic Regional Policy Plan~~ Comprehensive Economic Development Strategy (CEDS) developed by the West Florida Regional Planning Council Emerald Coast Regional Council (ECRC).

Objective G.4: Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.

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Florida-Alabama
TPO
Transportation Planning Organization



**EMERALD
COAST**
REGIONAL COUNCIL

2045 Long Range Transportation Plan Goals and Objectives

Gary Kramer, Planner IV, ECRC

Cory Wilkinson, AICP CEP – Project Manager
General Planning Consultant [HDR]



**EMERALD
COAST**
REGIONAL COUNCIL



EMERALD COAST REGIONAL COUNCIL

Today's Agenda

- Review 2045 Goals and Objectives
- Steering Committee and Public Input
- Recommendation for Approval





**EMERALD
COAST**
REGIONAL COUNCIL



Steering Committee

MEETING 1

- March 26, 2019
- 10 a.m. – 12 p.m.
- Pensacola City Hall

MEETING 2

- April 23, 2019
- 8 a.m. – 9 a.m.
- Pensacola City Hall



Public Meeting

MEETING 1

- June 13, 2019
- 4 p.m.
- Marie Ella Davis Community Center
16 Raymond St, Pensacola, FL 32507



Federal

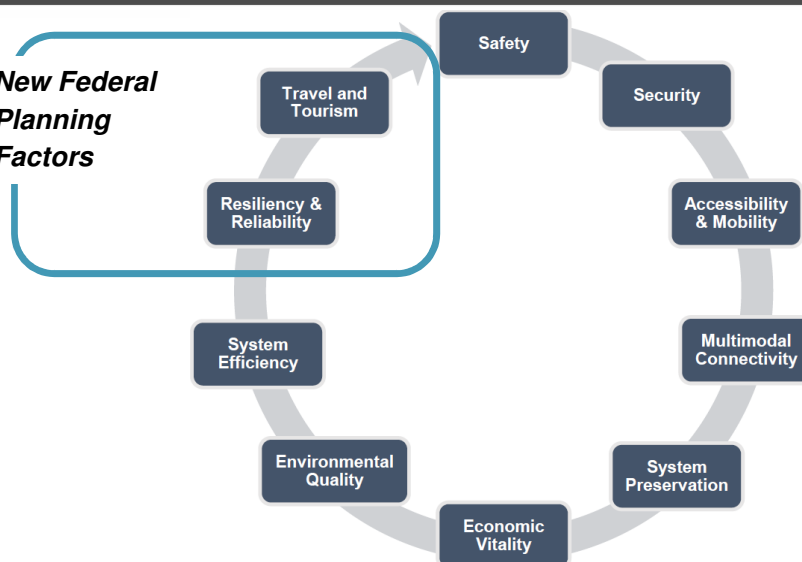
- Planning Factors (10)
- Expectations and Emerging Issues (18)
- FHWA/FTA TPO Certification (2)

State

- Planning Emphasis Areas (3)



New Federal Planning Factors



FDOT Planning Emphasis Areas

- Rural Transportation Planning
- Transportation Performance Measures
- Automated / Connected / Electric / Shared-Use Vehicles

Vision

- ✓ Multi-modal transportation system
- ✓ Improves quality of life
- ✓ Increases the region's economic competitiveness
- ✓ Protects the environment

no change from 2040



Mission

- ✓ Safe, Secure, and Efficient movement of People and Goods
- ✓ Mobility Options for All

no change from 2040



A transportation system that . . .

- Goal A:** . . . is safe and secure
- Goal B:** . . . meets user needs
- Goal C:** . . . is maintained and operated efficiently
- Goal D:** . . . is multimodal, integrated and connected





A transportation system that . . .

Goal E: . . . supports economic vitality

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

Goal G: . . . includes consistent, continuing, cooperative and comprehensive planning processes



Minor changes proposed for two Goals:

Goal D: . . . is multimodal, integrated and connected **and innovative**

Goal E: . . . supports **and promotes** economic vitality





Steering Committee
Minor changes proposed for 17 Objectives:

safe secure	meets needs	maintained operated efficiently	multimodal integrated connected	economic vitality	life environment health	consistent continuing cooperative comprehensive
A1	B1	C4	D3	E4	F2	G2
A2	B4		D4	E5	F5	G3
	B5		D5			G4
						G7



Public Meeting
Minor changes proposed for 2 Objectives:

safe secure	meets needs	maintained operated efficiently	multimodal integrated connected	economic vitality	life environment health	consistent continuing cooperative comprehensive
			D3			
			D5			



Public Meeting

Minor changes proposed for 2 Objectives:

multimodal
integrated
connected

Objective D3:
added **trolley, water taxi**, and
recreational and **commuter** ferry service

D3

Objective D5:
added ECRC **RideOn** service

D5



QUESTIONS?

Cory Wilkinson, AICP CEP – Project Manager
Cory.Wilkinson@hdrinc.com | 850 – 429 – 8944



Appendix H: 2045 Goals and Objectives Adoption Resolution

RESOLUTION FL-AL 19-16

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

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) Long Range Transportation Plan 2045 Update, developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) approved the Long Range Transportation Plan 2045 Update Scope of Services on February 13, 2019; and

WHEREAS, a task in the Long Range Transportation Plan 2045 Update Scope of Services is Goals and Objectives; and

WHEREAS, Goals and Objectives were recommended by a steering committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry, and

WHEREAS the steering committee considered and incorporated the ten FAST Act planning factors, performance measures, and other federal, state, and local transportation related documents in the development of the Goals and Objectives;

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

The Florida-Alabama TPO approves the Goals and Objectives for its 2045 Long Range Transportation Plan update.

Passed and duly adopted by the Florida-Alabama TPO on this 10th day of July 2019.

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY: 
Sam Parker, Chairman

ATTEST: 



Sam Parker
Chairman

Steven Barry
Vice Chairman

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MEMORANDUM

DATE: June 19, 2019

TO: Mr. Bryant Paulk, AICP, FDOT Urban Liaison
Ms. Christy Johnson, AICP, FDOT Urban Liaison
Mr. Vincent Beebe, P.E., ALDOT

COPIES TO: TPO, TCC, and CAC Members

FROM: Tiffany Bates, Transportation Program Coordinator

RE: TPO Actions Report – July 2019

The following items were discussed and acted upon by the Florida-Alabama Transportation Planning Organization (TPO) at the July 10, 2019 meeting. The TPO requests the Florida Department of Transportation (FDOT) and the Alabama Department of Transportation (ALDOT) to share this report with the appropriate department directors and to take action if requested by the TPO. Copies are sent to local government representatives for coordination with local plans.

TRANSPORTATION IMPROVEMENT PROGRAM:

The TPO unanimously approved, by roll call vote, Resolution FL-AL 19-18 amending the FY 2019-2023 Transportation Improvement Program to increase the construction cost for SR 87 from south of Clear Creek to north of SR 4, resurfacing project for Financial Project Identification (FPID) number 4397211 in FY 2019/2020 from \$5,711,868 to \$8,804,142. This action was recommended to ensure FDOT can authorize funding for this project.

The TPO unanimously approved, by roll call vote, Resolution FL-AL 19-19 amending the FY 2019-2023 and FY 2020-2024 Transportation Improvement Programs to show all federal funds being used by the TPO for planning purposes in the FY 2018/2019 and FY 2019/2020 Unified Planning Work Programs for financial Project Identification (FPID) Number 4393212 in FY 2018/2019 for \$2,004,132 and in FY 2019/2020 for \$749,236. This action was recommended to ensure FDOT can authorize funding for this project.

FY 2021-2025 PROJECT PRIORITIES:

The TPO unanimously approved, by roll call vote, Resolution FL-AL 19-15 adopting the FL-AL FY 2021-2025 Project Priorities with the following changes:

TABLE 1-NON-SIS PROJECTS:

- #3 Non-SIS Priority (\$1,500,000) for Mobility Management Program Projects:
 - Detroit/Johnson Improvements:
 - \$300,000 (Sidewalks north and south of Johnson)
 - \$1,200,000 (Mill, resurface and add paved shoulders and sidewalks from Chemstrand Road to Cody Lane)
- #11 Non-SIS Priority Glover Lane/Old U.S. 90 to SR 87 N. Stewart Street moved to #12
- #12 Non-SIS Priority SR 87 N Stewart Street to CR 89/Ward Basin moved to #11
- #25 Non-SIS Priority (US 90 from Scenic Highway to US 90) priority changed to 6 lanes from 4 lanes
- #26, #27, #30, #31 and fully funded US 98 Non-SIS Priorities were removed and have been included on the SIS and are also SIS Priorities
- #35 Pinestead-Longleaf Connector priority changed to Longleaf from Pine Forest Road to Kemp Road
- Non-SIS Fully Funded List: The Design money for Complete Streets for Project ID #4409041 for West Main Street from Barrancas to S. Clubbs Street funded in FY 2021-2022 as it was a Non-SIS Project Priority for FY 2020-2024
- #15 Non-SIS Priority (Pine Forest Road from I-10 to CR 297A) moved to priority #7, shifting all following projects down one spot

TABLE 4-TSM PROJECTS:

- TSM Priorities: #2 US 90 and West Spencer Field Road and #3 US 98 and Soundside Drive TSM Priorities were switched in ranking

TABLE 5-TAP PROJECTS:

- #8 Non-SIS Priority Transportation Alternatives Priority Perdido Key Drive. Ten feet was replaced with 8 feet and the words “SR (292) along with 5 feet concrete sidewalks on the southside connecting heavily developed areas on Perdido Key” were deleted in the project description

Long Range Transportation Plan:

The TPO approved Resolution FL-AL 19-16 adopting the Florida-Alabama TPO 2045 Long Range Transportation Plan (LRTP) Goals and Objectives. This action was recommended to maintain the adoption date of the 2045 Long Range Transportation Plan by November 3, 2020.

CORRIDOR MANAGEMENT PLANNING

The TPO approved Resolution FL-AL 19-13 adopting the East Bay Boulevard Corridor Management Plan (CMP) Scope of Services to start after August 1, 2019 and authorized execution of the consultant task order. The action was recommended so that the project may proceed.

Under consent, the TPO approved Resolution FL-AL 19-17 adopting the Berryhill Road Corridor Management Plan (CMP) from Locklin Technical College to Dogwood Drive (SR 89) and endorsing implementation of transportation strategies and projects identified in the plan. This action was recommended to allow the project to proceed.

TRANSPORTATION ALTERNATIVES PLANNING

Under consent, the TPO approved Resolution FL-AL 19-14 adopting the updated 2019 Transportation Alternatives (TA) Set-Aside scoring criteria. This action was recommended in order for the criteria to be in place for the next group of applications for consideration.

TPO ADMINISTRATION

The TPO authorized the chairman to sign a letter to be sent to FDOT expressing support for a safety analysis to be conducted for Sorrento Road from Innerarity Point Road to Bauer Road in Escambia County. This action was taken due to concerns by the Citizens' Advisory Committee and their request for action.

