

Cost Feasible Plan Report



FLORIDA-ALABAMA 2045 LONG RANGE TRANSPORTATION PLAN

Prepared for

**Florida-Alabama Transportation Planning Organization,
Florida Department of Transportation, District Three, and
Alabama Department of Transportation**

Prepared by

**Emerald Coast Regional Council
Staff to the Florida-Alabama
Transportation Planning Organization**



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Florida-Alabama
Transportation Planning Organization

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TABLE OF CONTENTS

<u>Chapter</u>	<u>Page Number</u>
BACKGROUND	1
2045 COST FEASIBLE PLAN ALTERNATIVES	2
STEERING COMMITTEE MEETINGS.....	3
PUBLIC REVIEW	4
ADOPTED 2045 COST FEASIBLE PLAN	5
October 13, 2020 Technical Coordinating Committee (TCC) Meeting	5
October 13, 2020 Citizens' Advisory Committee (CAC) Meeting.....	5
October 14, 2020 Transportation Planning Organization (TPO) Meeting	5
2045 COST FEASIBLE PLAN YEAR OF EXPENDITURE	7
Florida.....	7
Alabama	8
Project Costs.....	9
2045 COST FEASIBLE PLAN DEFICIENCIES	10
2045 COST FEASIBLE PLAN COMPARED TO 2040 COST FEASIBLE PLAN	11
 APPENDIX A – 2045 COST FEASIBLE PLAN ALTERNATIVES	
APPENDIX B – STEERING COMMITTEE MEMBERSHIP	
APPENDIX C – PUBLIC OUTREACH	
APPENDIX D – ADOPTED 2045 COST FEASIBLE PLAN	
APPENDIX E – 2045 COST FEASIBLE PLAN YEAR OF EXPENDITURES DOLLARS	
APPENDIX F – 2045 COST FEASIBLE PLAN DEFICIENCIES	
APPENDIX G – RESOLUTION FL-AL 20-24 COST FEASIBLE PLAN	

LIST OF TABLES

Table

Page Number

Table 1: Inflation Factors to Convert Project Estimates to Year of Expenditure Dollars	8
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BACKGROUND

The Florida-Alabama 2045 Long Range Transportation Plan (LRTP) Update began when the Florida-Alabama Transportation Planning Organization (TPO) approved the Scope of Services on February 13, 2019. The 2045 LRTP consists of 8 primary tasks that are identified below:

- Public Participation
- Congestion Management Process Update
- Goals and Objectives
- Evaluation Criteria
- Financial Resources
- Needs Plan
- Cost Feasible Plan
- Final and Summary Reports

An important element in the development of an LRTP is the adoption of the Cost Feasible Plan. This Technical Report describes the 2045 Cost Feasible Plan process and is organized into eight sections:

- Cost Feasible Plan Alternatives
- Steering Committee Meetings
- Public Review
- Adopted 2045 Cost Feasible Plan
- 2045 Cost Feasible Plan Year of Expenditure
- Cost Feasible Plan Deficiencies
- 2045 Cost Feasible Plan compared to 2040 Cost Feasible Plan
- Appendices

2045 COST FEASIBLE PLAN ALTERNATIVES

The development of the 2045 Cost Feasible Plan included three 2045 Cost Feasible Plan Alternatives. The Cost Feasible Plan is revenue constrained and includes federal, state, and local revenue projections. The adopted 2045 Needs Plan is the starting point of the 2045 Cost Feasible Plan. Four revenue sources were considered for the 2045 Long Range Transportation Plan: Strategic Intermodal System (SIS), Non-SIS, Alabama, and Local. The TPO has the most control over the Non-SIS revenues. As a result, three 2045 Cost Feasible Plan alternatives were developed with the intention of hybrid alternative being recommend for approval. The three Non-SIS Alternatives are as follows: (1) Existing Project Priorities; (2) Evaluation Criteria; and (3) Multi-Modal. The Existing Project Priorities Alternative was based on the current TPO's projects priorities for capacity projects. The Evaluation Criteria Alternative was based on the approved ranked criteria for road capacity projects. A separate report exists for the Evaluation Criteria. The Multi-Modal Alternative included capacity projects as well as express bus service, sidewalks and paved shoulders, Regional Trail Program, and the Corridor Management/Complete Streets Program. The projects for the three Non-SIS Alternatives are included in Appendix A. Once these three alternatives were agreed upon by the Transportation Planning Organization (TPO) Staff and the consultant (HDR), they were presented to the steering committee and by virtual public outreach.

STEERING COMMITTEE MEETINGS

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the December 2018 TPO Advisory Committee meetings. The membership of the Steering Committee is identified in Appendix B. The Steering Committee met two times to provide input on the 2045 Cost Feasible Plan on the dates listed below. The summaries of these meetings are listed in Appendix B.

- August 11, 2020
- September 28, 2020

PUBLIC REVIEW

In September and October 2020, a virtual public meeting and an on-line survey were the public involvement techniques utilized because of the pandemic. Both events were promoted through Facebook, Eblast, Local Media contacts, and Community Group Outreach. The virtual public meeting was held on September 24, 2020 as a GoTo Meeting at 5:30 p.m. The first thirty minutes of the public meeting were introductions and welcome, an Overview of the Florida-Alabama TPO, an Overview of the Florida-Alabama TPO Planning Process and the 2045 Long Range Transportation Plan, and a review of the three 2045 Long Range Transportation Plan Cost Feasible Plan Project Alternatives.

The advertisement of the September 24, 2020 Virtual Meeting is included in Appendix C. An on-line survey was posted on the Emerald Coast Regional Council Web Site from September 22, 2020 to October 9, 2020. The survey results are included in Appendix C. 110 survey responses were received. The Project Priorities and Hybrid Scenario were the most popular choices for the 2045 Long Range Transportation Plan Cost Feasible Plan alternative which verified staff using the priorities scenario as the basis for developing the hybrid or preferred Cost Feasible Plan Alternative. Aging Infrastructure, Congestion, Safety, Lack of Public Transportation Choices, and needs for the Elderly and Disabled for were the population choices for the challenges facing this area. Aging infrastructure is currently funded through resurfacing and bridge replacements. Hopefully, additional funding to address this critical need will be included in the next Federal Transportation Bill. Congestion and Safety should improve with the Advanced Traffic Management System identified in the Cost Feasible Plan and continuing to obtain the targets listed in the Federal Performance Measures. Lack of Public Transportation Choices are addressed in the Transit Development Plan. The needs for the Elderly and Disabled and the Elderly and Disabled are a focus of the Local Coordinating Boards which are staffed by the Emerald Coast Regional Council. Most people still prefer to travel by automobile which is evident by accessibility as their most popular mode behavior. The survey respondents were well represented in Escambia and Sant Rosa Counties. There was a lack of responses from the Alabama region which needs a more prominent focus in the future.

ADOPTED 2045 COST FEASIBLE PLAN

The Draft 2045 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and the Transportation Planning Organization at their September and October Meetings. The Florida-Alabama Transportation Planning Organization approved the 2045 Cost Feasible Plan on October 14, 2020. The adopted 2045 Cost Feasible Plan maps and projects are listed in Appendix D.

October 13, 2020 Technical Coordinating Committee (TCC) Meeting

The TCC recommended the 2045 Cost Feasible Plan be approved with the following changes:

Surplus

- Current surplus of Right-of-Way and Construction phases in FY 2026-2045 of \$346,695.

Regional ITS Plan Project

- Changed the amount of Regional ITS Plan Project in FY 2026-2045 from \$65,500,000 to \$58,817,929 since \$6,682,071 is funded in FY 2020-2025.

US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street

- Use Matching funds to fund the remainder of the construction phase of US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street in the amount \$5,621,234 (\$12,650,000-\$346,695-\$6,682,071) in FY 2026-2045.

October 13, 2020 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended the 2045 Cost Feasible Plan be approved with the following changes:

Regional ITS Plan Project

- Changed the amount of Regional ITS Plan Project in FY 2026-2045 from \$65,500,000 to \$58,817,929 since \$6,682,071 is funded in FY 2020-2025.

Public Transportation

- Remove funding total of \$6,000,000.

US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street

- Fund the construction phase of US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street in the amount \$12,650,000 in FY 2026-2045. (\$6,682,071+\$6,000,000=\$12,682,071). Surplus = \$12,682,071-\$12,650,000=\$32,071

Surplus

- Current surplus of Right-of-Way and Construction phases in FY 2026-2045 of \$346,695. New Surplus=\$346,695+\$32,071=\$378,766.

October 14, 2020 Transportation Planning Organization (TPO) Meeting

The TPO approved the 2045 Cost Feasible Plan with the following changes:

Surplus

- Current surplus of Right-of-Way and Construction phases in FY 2026-2045 of \$346,695. Money moved to Right-of-Way Phase for Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway.

Regional ITS Plan Project

- Changed the amount of Regional ITS Plan Project in FY 2026-2045 from \$65,500,000 to \$58,817,929 since \$6,682,071 is funded in FY 2020-2025.

US 29 Connector from I-10 to Muscogee Road

- Funded the construction phase of US 29 Connector from I-10 to Muscogee Road in the amount of \$19,737,918 in FY 2026-2045.

US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street

- Funded the construction phase of US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street in the amount \$12,650,000 in FY 2026-2045.

Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway

- Partially funded the Right-of-Way phase of Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway from fully funded amount of \$36,680,696 to partially funded amount of \$11,321,544 in FY 2026-2045.

The amount of \$11,321,544 is derived by:

$$\$36,680,696 - (\$19,737,918 + \$12,650,000) = \$4,292,778 + \$6,682,071 + \$346,695 = \$11,321,544.$$

2045 COST FEASIBLE PLAN YEAR OF EXPENDITURE

Florida

Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and *Financial Guidelines for MPO 2045 Long Range Plans* to be adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in early 2017, the 2045 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from “Present Day Cost” dollars (typically 2015, 2016 or 2017 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department’s forecast to YOE dollars, depending on how those revenue estimates were developed. When the TPO Staff discussed the revenue forecast with the FDOT District III Urban Liaison and the General Planning Consultant on August 4, 2020 at the General Planning Consultant’s office, it was decided for the TPO’s in the Florida Panhandle to use Revenue Projections in the Revenue Forecast Handbook as present year dollars since the SIS dollars are separated from the Non-SIS dollars. After a discussion with the previous General Planning Consultant by the Long Range Transportation Plan Project Manager, it was relayed a lot of TPOs in state are heading in this direction because the total projects funded are not much of a difference either way.

Table 1 assists the TPO in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2015 dollars and the project is planned to be implemented in the 2026-2030 time period, the TPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 1 are based on FDOT’s inflation factors associated with developing recent Work Programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are shown in Table 1 because required dates for the updates of long range metropolitan area transportation plans by Florida’s 27 MPOs may extend over those years.

Adjusting Local Revenue Estimates

Revenue forecasts are typically prepared in “current” or YOE dollars, which reflect the value of money at the time it will be collected (e.g., 2018) and reflect future growth in revenue. TPO plans include revenue forecasts for local sources of transportation revenues (e.g., local option gas taxes) that are not included in the FDOT’s 2045 Florida-Alabama 2045 Cost Feasible Plan

Revenue Forecast. As a result, if any estimates of local revenues are not expressed in YOE dollars, TPOs will need to convert estimates of those revenues to YOE dollars to ensure a common basis for all revenues included in the MPO plans. The annual inflation rates in the lower part of Table 1 can be used to convert local revenue forecasts prepared in “today’s” dollars to YOE dollars. For example, if the forecast of local revenues is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

$$\text{2021 dollars} = (\text{2015 dollars}) * (\text{1.030}) * (\text{1.027}) * (\text{1.025}) * (\text{1.027}) * (\text{1.028}) * (\text{1.026})$$

for 2016) (for 2017) (for 2018) (for 2019) (for 2020) (for 2021)

Table 1: Inflation Factors to Convert Project Estimates to Year of Expenditure Dollars

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars			
	Project Cost in 2015 PDC \$*	Project Cost in 2016 PDC \$*	Project Cost in 2017 PDC \$*	Project Cost in 2018 PDC \$*
2024-2025	1.29	1.25	1.22	1.19
2026-2030	1.43	1.39	1.35	1.32**
2031-2035	1.69	1.64	1.59	1.55**
2036-2045	2.22	2.16	2.10	2.05**

Multipliers are based on the following annual inflation estimates:

<u>From</u>	<u>To</u>	<u>Annual Rate</u>
2015 Dollars	2016 Dollars	3.0%
2016 Dollars	2017 Dollars	2.7%
2017 Dollars	2018 Dollars	2.5%
2018 Dollars	2019 Dollars	2.7%
2019 Dollars	2020 Dollars	2.8%
2020 Dollars	2021 Dollars	2.6%
2021 Dollars	2022 Dollars	2.5%
2022 Dollars	2023 Dollars	2.7%
2023 Dollars	2024 Dollars	2.8%
2024 Dollars	2025 Dollars	2.9%
2025 Dollars	2026 Dollars	3.0%
2026 Dollars	2027 Dollars	3.1%
2027 Dollars	2028 Dollars	3.2%
2028 Dollars	2029 Dollars	3.3%
2029 Dollars	2030 Dollars and Beyond	3.3 % each year

Source FDOT Work Program Instructions, 2012

*"PDC \$" means "Present Day Cost"

**Inflation factors used for the Florida projects for converting projects to Year of Expenditure Dollars

Alabama

Alabama project costs are estimated using a 1% inflation factor for projecting out-year costs as indicated by the Alabama Department of Transportation.
Florida-Alabama 2045 Cost Feasible Plan

Project Costs

The 2045 Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and Alabama Projects) are shown in Appendix E by the following four categories (2020-2025, 2026-2030, 2031-2035, and 2036-2045). Projects with federal funding are also identified in Appendix E.

Florida 2045 Cost Feasible Plan Costs Shown by Project Category (including SIS)

Roadway Projects	\$ 4,139,596,770
Public Transportation Projects	\$ 10,455,000
Bicycle/Pedestrian Projects	\$ 19,167,500
Mobility Programs	\$ 81,374,750
Total	\$ 4,250,594,020

Alabama 2045 Cost Feasible Plan Costs Shown by Project Category

Roadway Projects	\$ 149,455,215
Public Transportation Projects	\$ 0
Bicycle/Pedestrian Projects	\$ 2,309,912
Mobility Programs	\$ 0
Total	\$ 151,765,127

Total 2045 Cost Feasible Plan Costs Shown by Project Category

Roadway Projects	\$ 4,289,051,985
Public Transportation Projects	\$ 10,455,000
Bicycle/Pedestrian Projects	\$ 21,477,412
Mobility Programs	\$ 81,374,750
Total	\$ 4,402,359,147

2045 COST FEASIBLE PLAN DEFICIENCIES

Deficiencies for the adopted 2045 Cost Feasible Plan are illustrated in Appendix F. Deficiencies are determined from the 2045 Northwest Florida Regional Transportation Model. The 2045 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. The data was used by the model to produce travel demand on the network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). This analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2045. For this analysis, the following V/C Ratios were used:

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

As indicated on the map in Appendix F, the 2045 Cost Feasible Plan Improvements do not address the majority of the deficiencies anticipated by 2045. The main reason for the lack of deficiencies being addressed in the 2045 Cost Feasible Plan is because only **22%** percent of the 2045 needed projects were funded in the 2045 Cost Feasible Plan. Hopefully, additional revenue sources will be obtained by the next time the Long Range Transportation Plan is updated.

2045 COST FEASIBLE PLAN COMPARED TO 2040 COST FEASIBLE PLAN

The projects that were identified as cost feasible in the 2040 Long Range Transportation Plan but are not included in the adopted 2045 Cost Feasible Plan are listed below.

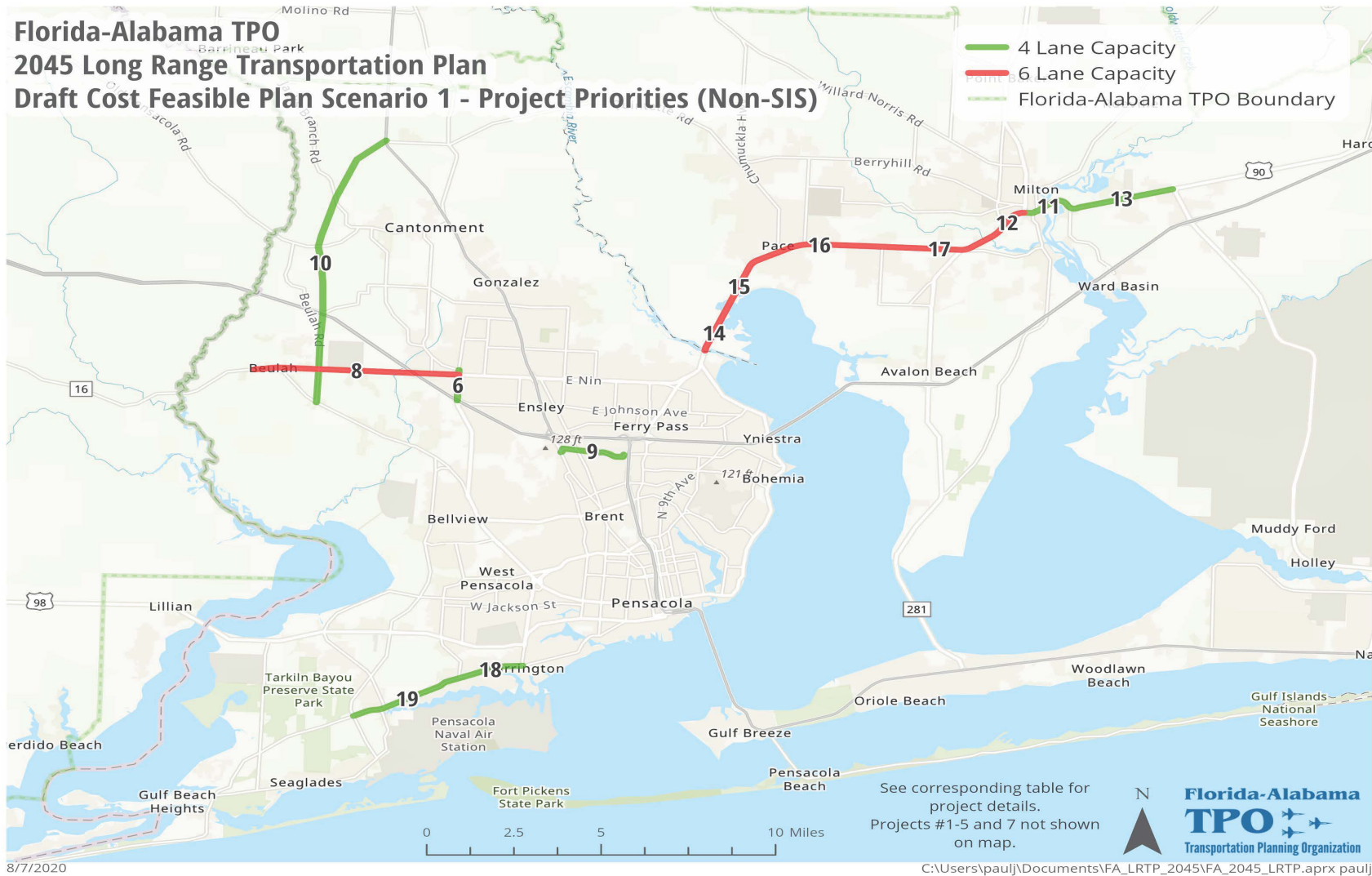
Project Name	From	To	Improvement	Reason not Included in 2045 Plan
US29 Connector	Beulah Road Interchange	US29	Construction of new 4 lane facility	Only the project segment from I-10 to Muscogee Road was advanced due to funding and request from Escambia County.
SR87 North	CR87A (Langley Street)	TPO Boundary	Widen to 4 lanes	SR 87 Connector was included from US 90 to SR 87N.
US90	Escambia County Line	Glover Lane/Old Highway 90	Widen to 6 lanes	Project divided into segments in accordance with PD&E Study. Entire length not funded.
Main Street	Tarragona Street	Chase Street	2 lane improvement	Changed to Corridor / Complete Street Study
Main Street	Barrancas Avenue	Clubbs Street	2 lane improvement	Changed to Corridor / Complete Street Study
Express Bus Service Northwest	Pensacola	Navy Federal via I-110	New Bus Route/Service	Removed due to lack of funding
Express Bus Service Northeast	Milton	Navy Federal via US90	New Bus Route/Service	Removed due to lack of funding
Longleaf Drive	Pine Forest Road	Wymart Road	Widen to 4 lanes	Changed to Corridor / Complete Street Study

Project Name	From	To	Improvement	Reason not Included in 2045 Plan
Pinestead Drive	Wymart Road	US29	Widen to 4 lanes	County changed project to construct 3-lane improvement with Local Funding
17th Avenue	At Bayfront Parkway		Major intersection improvement	Project under construction
Mobile Highway `	Nine Mile Road (US90A)	Godwin Lane	Widen to 4 Lanes	Removed due to priority and need
East Bay Boulevard	SR87	Edgewood Drive	Enhanced 2 lane facility	Corridor Study completed, improvements identified, but not funded due to priority.
I-10	US29	Davis Highway	Widen to 8 Lanes	Capacity improvements complete
Blue Angel Parkway	US98	Saufley Field Road	Widen to 4 Lanes	Feasibility Study complete, need not identified
SR180 (Canal Road)	Foley Beach Express	SR161	Widen to 5 lanes	Committed project

APPENDIX A – 2045 COST FEASIBLE PLAN ALTERNATIVES

EXISTING PROJECT PRIORITIES

2026-2045 Non-SIS Project Priorities Alternative for Florida:



Draft Cost Feasible Plan Scenario 1 - Project Priorities (Non-SIS)

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
1	n/a	Regional ITS Plan Projects				Multi	NA	\$65,500,000
2	n/a	Corridor Management Complete Streets			Corridor Management / Complete Streets Studies \$300,000 Annually	Multi	NA	\$3,000,000
3	n/a	Corridor Management Complete Streets			Corridor Management / Complete Streets Projects \$1,500,000 Annually	Multi	NA	\$30,000,000
4	n/a	Public Transportation Capital Improvements			\$300,000 Per year	Multi	NA	\$6,000,000
5	n/a	Bike/Ped Improvements			\$350,000 Per year	Multi	NA	\$7,000,000
6	PD&E TIP / PE not funded	Pine Forest Rd 441056-2	I-10	CR297A	Widen to 4 Lanes	Escambia	\$4,255,298	\$9,787,187
7	n/a	Regional Trail			\$250,000 per year	Multi	NA	\$5,000,000

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
8	PD&E unfunded / PE unfunded	US 90A (W. Nine Mile Road) 218605-5	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes	Escambia	\$16,990,571	\$39,078,314
9	PD&E complete / PE complete	Burgess Road 218429-1	US 29	Hilburn Road	Widen to 4 Lanes	Escambia	\$0	\$17,010,171
10	PD&E funded Esc Co / PE unfunded	US 29 Connector 433113-2 433113-3	Mobile Highway	US 29	Widen to 4 Lanes	Escambia	\$29,343,890	\$67,490,947
11	PD&E complete / PE funded TIP	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes	Santa Rosa	\$5,704,915	\$13,121,304
12	PD&E complete / PE underway	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes	Santa Rosa	\$3,846,993	\$8,848,084
13	PD&E complete / PE underway	US 90 440915-3	CR 89/ Ward Basin Rd.	SR 87S	Widen to 4 Lanes	Santa Rosa	\$5,655,685	\$26,016,151
14	PD&E complete / PE unfunded	US 90 220436-3 (Segment 2)	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes	Santa Rosa	\$0	\$65,700,000

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
15	PD&E complete / PE unfunded	US 90 220436-3 (Segment 3)	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	Santa Rosa	\$4,000,000	\$30,700,000
16	PD&E complete / PE unfunded	US 90 220436-3 (Segment 4)	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes	Santa Rosa	\$52,300,000	\$50,500,000
17	PD&E complete / PE unfunded	US 90 220436-3 (Segment 5)	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes	Santa Rosa	\$34,900,000	\$54,600,000
18	PD&E underway / PE unfunded TIP	SR 292 Gulf Beach Highway 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes	Escambia	\$17,793,432	\$37,628,114
19	PD&E complete / PE unfunded TIP	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes	Escambia	\$31,632,768	\$66,894,425

Draft Cost Feasible Plan Scenario 1 - Project Priorities (Non-SIS)

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
20	PD&E on hold / PE unfunded TIP	SR 292 (Sorrento Road) 421011-2	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	Escambia	\$36,680,696	\$42,182,800
21	30% Design until more funding	SR 289 (Ninth Avenue)/Langley/Tippen			Major Intersection Improvement	Escambia	\$10,000,000	\$23,000,000
22	PD&E unfunded / Design unfunded	SR 727 Fairfield Drive 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes	Escambia	\$21,228,292	\$24,412,536
23	PD&E complete / PE unfunded	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes	Escambia	\$8,300,000	\$17,400,000
24	PD&E unfunded / PE unfunded	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity	Santa Rosa	\$20,839,917	\$47,931,809
25	PD&E unfunded / PE unfunded	CR 184A Berryhill Road	Woodbine Road	West Spencer Field Road	Widen to 4 Lanes	Santa Rosa	\$7,208,318	\$16,579,131

	ROW	CST/CEI
<i>Sub Totals</i>	\$206,423,552	\$536,980,273
Total (R/W and Construction)	743,403,825	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	\$763,250,000	
Difference	19,846,175	
Total (PD&E and Design)	\$84,219,929	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045)	\$152,650,000	
Difference	\$68,430,071	



Phase Not Funded in Draft 2045 Cost Feasible Plan



Phase Funded in Draft 2045 Cost Feasible Plan

EVALUATION CRITERIA



Draft Cost Feasible Plan Scenario 2 – Evaluation Criteria (Non-SIS)

Project	Evaluation Score	Project Name	From	To	Improvement	County	ROW	CST/CEI
1	n/a	Regional ITS Plan Projects				Multi	NA	\$65,500,000
2	n/a	Corridor Management Complete Streets	Corridor Management / Complete Streets Studies \$300,000 Annually			Multi	NA	\$3,000,000
3	n/a	Corridor Management Complete Streets	Corridor Management / Complete Streets Projects \$1,500,000 Annually			Multi	NA	\$30,000,000
4	n/a	Public Transportation Capital Improvements	\$300,000 Per year			Multi	NA	\$6,000,000
5	n/a	Bike/Ped Improvements	\$350,000 Per year			Multi	NA	\$7,000,000
6	n/a	Regional Trail	\$250,000 per year			Multi	NA	\$5,000,000
7	287.5	SR 292 (Sorrento Road)	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity	Escambia	\$36,680,696	\$42,182,800
8	280	SR 292 (Gulf Beach Hwy.)	SR 727 (S. Fairfield Dr.)	SR 295 (Navy Blvd.)	Provide 4 Lanes of Capacity	Escambia	\$17,793,432	\$37,628,114

Project	Evaluation Score	Project Name	From	To	Improvement	County	ROW	CST/CEI
9	277.5	US 90	Glover Lane	SR 87 N (Stewart Street)	Provide 6 Lanes of Capacity	Santa Rosa	\$3,846,993	\$8,848,084
10	265	US 98 (Lillian Hwy)	East end of Lillian Bridge	CR 297 (Dog Track Road) / US 98 (Lillian Hwy.)	Provide 4 Lanes of Capacity	Escambia	\$8,151,041	\$18,747,395
11	262.5	US 90 (W. Cervantes St.)	Dominques St.	A Street	Road Diet	Escambia	0	\$12,650,000
12	260	US 90 (Mobile Hwy)	SR 295 (New Warrington Rd.)	SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity	Escambia	\$7,369,386	\$16,949,587
13	260	US 90	Simpson River Bridge	Third Avenue	Provide 6 Lanes of Capacity	Santa Rosa	\$4,000,000	\$30,700,000
14	257.5	US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity	Santa Rosa	\$5,704,915	\$13,121,304
15	245	US 90	Third Avenue	CR 197A Bell Lane	Provide 6 Lanes of Capacity	Santa Rosa	\$52,300,000	\$50,500,000
16	242.5	SR 289 (Ninth Avenue)/Langley/Tippen			Major Intersection Improvement	Escambia	\$10,000,000	\$23,000,000
17	237.5	SR 292 (Sorrento Rd / Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Provide 4 Lanes of Capacity	Escambia	\$31,632,768	\$66,894,425

Project	Evaluation Score	Project Name	From	To	Improvement	County	ROW	CST/CEI
18	237.5	US 90 (Caroline Street)	CR 89 (Ward Basin Road)	SR 87S	Provide 4 Lanes of Capacity	Santa Rosa	\$5,655,685	\$26,016,151
19	235	US 90	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Provide 6 Lanes of Capacity	Santa Rosa	\$0	\$65,700,000
20	230	US 98	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr.)	Provide 6 Lanes of Capacity	Escambia	\$4,354,025	\$10,014,258
21	230	US 90	CR 197A Bell Lane	Glover Lane	Provide 6 Lanes of Capacity	Santa Rosa	\$34,900,000	\$54,600,000
22	230	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd.)	US 98 at SR 295 (Navy Blvd.)	Intersection Improvement	Escambia	\$1,463,016	\$3,364,938
23	225	US 98	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy.)	SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity	Escambia	\$6,878,415	\$15,820,354
24	225	SR 295 (N. New Warrington Rd)	US 98	US 90 (Mobile Hwy)	Provide 6 Lanes of Capacity	Escambia	\$5,635,519	\$12,961,693
<i>Sub Totals</i>							\$222,388,941	\$534,452,119
<i>Total</i>							\$756,841,059	
Available funds (Non-SIS + TMA / SU Funds 2026-2045)							\$763,250,000	
Difference							\$6,408,941	



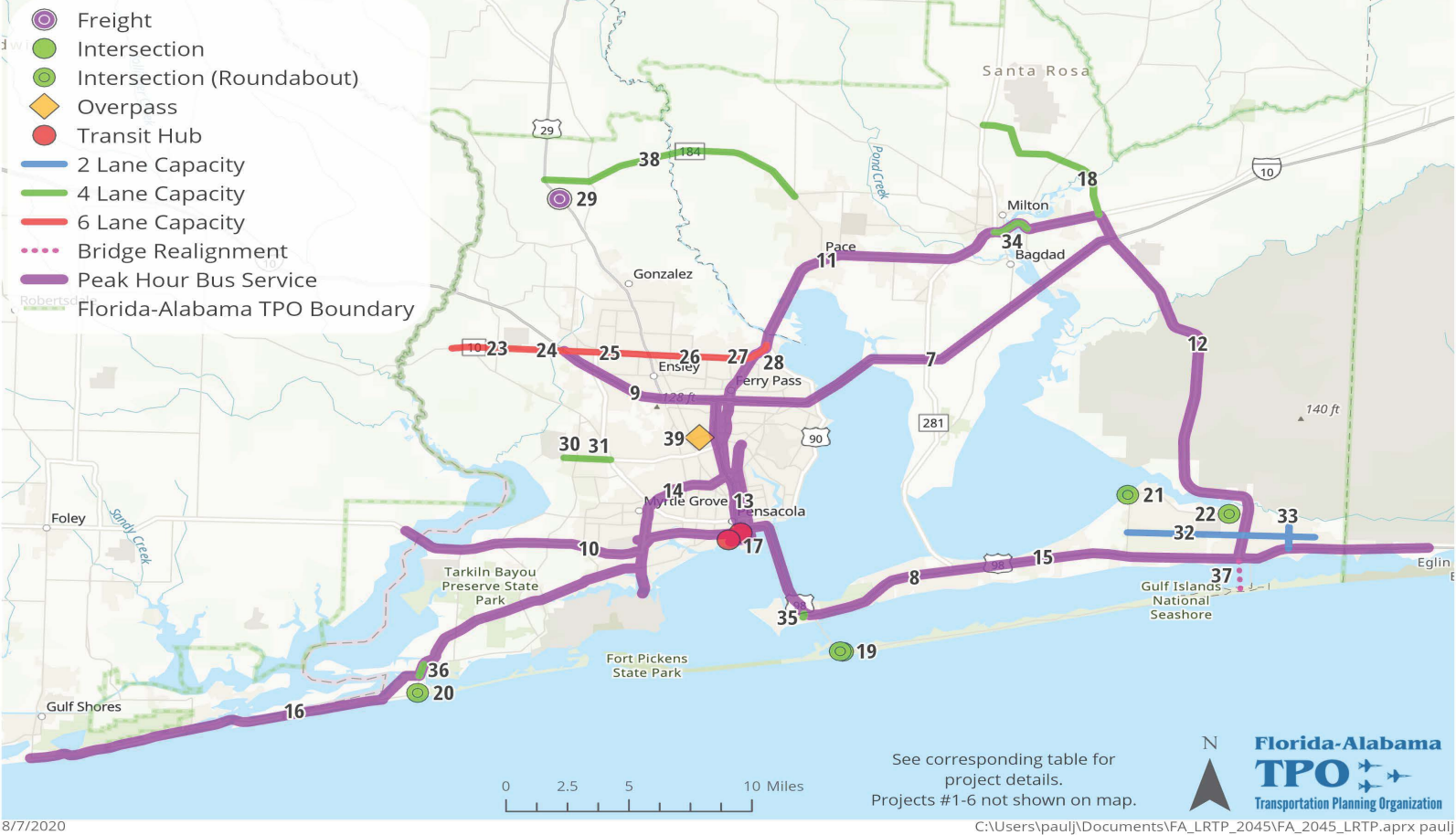
Phase Not Funded in Draft 2045 Cost Feasible Plan



Phase Funded in Draft 2045 Cost Feasible Plan

MULTIMODAL

Florida-Alabama TPO 2045 Long Range Transportation Plan Draft Cost Feasible Plan Scenario 3 - Multi-Modal (Non-SIS)



Draft Cost Feasible Plan Scenario 3 – Multi-Modal (Non-SIS)

Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
1	Regional ITS Plan Projects				Multi	NA	\$65,500,000
2	Corridor Management Complete Streets			Corridor Management / Complete Streets Studies \$300,000 Annually	Multi	NA	\$3,000,000
3	Corridor Management Complete Streets			Corridor Management / Complete Streets Projects \$1,500,000 Annually	Multi	NA	\$30,000,000
4	Public Transportation Capital Improvements			\$450,000 Per year	Multi	NA	\$9,000,000
5	Bike/Ped Improvements			\$450,000 Per year	Multi	NA	\$9,000,000
6	Regional Trail			\$300,000 per year	Multi	NA	\$6,000,000
7	Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Peak Hour Bus Service	Multi	NA	\$1,448,559

Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
8	Express Bus - Southeast	Downtown Pensacola	Garcon Point & Navarre via US 98	Peak Hour Bus Service	Multi	NA	\$1,448,559
9	Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Peak Hour Bus Service	Escambia	NA	\$1,448,559
10	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Peak Hour Bus Service	Multi	NA	\$1,448,559
11	Express Bus - Northeast	Downtown Pensacola	Milton via US 90	Peak Hour Bus Service	Multi	NA	\$1,448,559
12	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field)	Navarre	Hurlburt Field (Okaloosa County)	Peak Hour Bus Service	Multi	NA	\$1,448,559
13	Express Bus - Downtown	Cordova Mall	Downtown Pensacola	Peak Hour Bus Service	Escambia	NA	\$1,448,559
14	Express Bus - NAS Transit	Multiple	NAS Pensacola, Corry Station	Peak Hour Bus Service	Escambia	NA	\$1,448,559
15	Express Bus - Pensacola / US 98 / Hurlburt Field	Multiple	Hurlburt Field (Okaloosa County)	Peak Hour Bus Service	Multi	NA	\$1,448,559
16	Express Bus (Seasonal) - Orange Beach / Gulf Shores	Multiple	Perdido Key / Orange Beach / Gulf Shores	Peak Hour Bus Service	Multi	NA	\$1,272,691

Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
17	Downtown Pensacola Transit & ECAT Hubs	Downtown Pensacola - Per CRA Plan	Downtown Pensacola - Per CRA Plan	Peak Hour Bus Service	Escambia	NA	\$1,448,559
18	SR 87 Connector	US 90	SR 87N	New 4-lane capacity corridor for SR 87 Connector	Santa Rosa	\$10,267,991	\$41,071,963
19	Pensacola Beach Roundabouts (two)	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach access road	Intersection Improvement (Roundabout)	Escambia	\$7,500,000	\$17,250,000
20	Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Intersection Improvement (Roundabout)	Escambia	\$250,000	\$575,000
21	CR 399 (East Bay Boulevard)	Edgewood Drive		Intersection Improvement (Roundabout)	Santa Rosa	\$1,312,500	\$2,012,500
22	CR 399 (East Bay Boulevard)	Andorra Street		Intersection Improvement (Roundabout)	Santa Rosa	\$1,312,500	\$2,012,500
23	US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Provide 6 Lanes of Capacity	Escambia	\$5,237,599	\$12,046,477
24	US 90A (W. Nine Mile Road)	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity	Escambia	\$11,752,973	\$27,031,837
25	US 90A (W. Nine Mile Road)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Provide 6 Lanes of Capacity	Escambia	\$6,339,119	\$14,579,973

Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
26	US 90A (E. Nine Mile Road)	US 29 (SR 95)	University Parkway	Provide 6 Lanes of Capacity	Escambia	\$14,575,041	\$22,348,395
27	US 90A (E. Nine Mile Road)	University Parkway	SR 291 (Davis Highway)	Provide 6 Lanes of Capacity	Escambia	\$5,230,315	\$8,019,816
28	US 90A (E. Nine Mile Road)	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Provide 6 Lanes of Capacity	Escambia	\$2,363,481	\$3,624,005
29	Truck Parking	FDOT truck weigh station on US 29 near Pinoak Ln			Escambia	\$193,233	\$444,436
30	SR 296 (Saufley Field Rd)	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Provide 4 Lanes of Capacity and access improvements to Saufley Field	Escambia	\$1,826,107	\$4,200,047
31	SR 296 (Saufley Field Road)	US 90 (Mobile Hwy.)	SR 173 (N. Blue Angel Parkway)	Provide 4 Lanes of Capacity	Escambia	\$5,003,370	\$11,507,750
32	Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Provide 2 Lanes of New Capacity	Santa Rosa	\$20,839,917	\$47,931,810
33	Panhandle Trail Drive	US 98	East River Drive	Enhanced 2 Lane Facility	Santa Rosa	\$1,216,330	\$2,797,559
34	US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity	Santa Rosa	\$5,704,915	\$13,121,304

Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
35	Daniel Street	Shoreline Drive	US 98 (Gulf Breeze Pkwy)	Provide 4 Lanes of Capacity	Santa Rosa	\$342,878	\$1,577,240
36	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Provide 4 Lanes of Capacity and Bridge Replacement	Escambia	\$20,000,000	\$46,000,000
37	Navarre Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Bridge Realignment	Santa Rosa	\$35,000,000	\$80,500,000
38	US 29 Connector East Bypass / CR 184 Quintette Rd	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	Provide 4 Lanes of Capacity	Multi	\$28,585,715	\$65,747,144
39	SR 750 (Airport Boulevard) at RR Crossing			Railroad Overpass	Escambia	\$3,500,000	\$8,050,000
Sub Totals						\$ 188,353,982	\$ 570,708,037
Total						\$759,062,019	
Available funds (Non-SIS + TMA / SU Funds 2026-2045)						\$763,250,000	
Difference						\$4,187,981	



Phase Not Funded in Draft 2045 Cost Feasible Plan



Phase Funded in Draft 2045 Cost Feasible Plan

APPENDIX B – STEERING COMMITTEE MEMBERSHIP

STEERING COMMITTEE MEMBERSHIP

NAME

FDOT

Bryant Paulk

Christy Johnson

Rickey Fitzgerald (freight)

ALDOT

Vince Beebe

PENSACOLA NAVAL AIR STATION

Steve Opalenik

WHITING FIELD

Randy Roy

PENSACOLA INTERNATIONAL AIRPORT

Andrea Levitt Kvech

PORT OF PENSACOLA

Amy Miller

WEST FLORIDA WHEELMEN

David Mayo

ESCAMBIA COUNTY AREA TRANSIT

Tonya Ellis

BALDWIN REGIONAL AREA TRANSIT SYSTEM

Matthew Brown

CITIZENS ADVISORY COMMITTEE

Sean Bullington

Vernon Compton

Barbara Mayall

Jim Roberts

TECHNICAL COORDINATING COMMITTEE

Terri Malone

Griffin Powell

Mike Ziarnek

Zakkiyyah Osuigwe

Florida-Alabama 2045 Cost Feasible Plan

2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #9
August 11, 2020 Virtual GoTo Meeting Summary

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Christy Johnson FDOT Urban Liaison
Vince Beebe, ALDOT Urban Liaison
Rickey Fitzgerald, FDOT Freight
Rodriques Kimbrough for Tonya Ellis, Escambia County Area Transit
Andrea Levitt Kvech, Pensacola International Airport
Mike Ziarnek, Technical Coordinating Committee
Zakkiyyah Osuigwe, Technical Coordinating Committee
Terri Malone, Technical Coordinating Committee
Sean Bullington, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee

Members Not Attending

Bryant Paulk, FDOT Urban Liaison
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Amy Miller, Port of Pensacola
Matthew Brown, Baldwin Regional Area Transit System
David Mayo, West Florida Wheelmen
Vernon Compton, Citizens' Advisory Committee
Barbara Mayall, Citizens' Advisory Committee

Others Attending

Ann Hill, City of Pensacola City Council
Bryan Fair, ALDOT
Austin Mount, Emerald Coast Regional Council
Mary Beth Washnock, Emerald Coast Regional Council
Cameron Smith, Emerald Coast Regional Council
Jill Lavender Nobles, Emerald Coast Regional Council
Mary Jo Gustave, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Peter Ogonowski, HDR
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Gary Kramer welcomed the participants to the Steering Committee GoTo Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan.
- Gary Kramer reviewed the attendance list so the attendance of participants could be included in the meeting summary.
- Gary Kramer stated the purpose of the Steering Committee is to provide a detailed review of the various products in the Long Range Transportation Plan before the products are presented to the TPO and Advisory Committees. The intention is to have most of questions answered before the different products are presented to the TPO and Advisory Committee Meetings.

B. Update on the Process and Schedule

- Gary Kramer stated the 2045 Long Range Transportation Plan Needs Plan was approved by the TPO on July 8, 2020. The Draft Needs Plan Technical Report is in the final stages and will be sent to the review agencies in a few weeks.
- Cory Wilkinson asked if Chairman Powell wanted to mention any comments before he provided an update on the schedule.
- Chairman Powell notified Cory Wilkinson to continue with the presentation.
- Cory Wilkinson mentioned the Goals and Objectives, Evaluation Criteria, Financial Resources, and Needs Plan have been approved by the TPO. The final product is the Cost Feasible Plan, which is part of this meeting, needs to be approved by the TPO by November 3, 2020 to maintain the five-year requirement between Long Range Transportation Plan Updates.

C. Draft 2045 Cost Feasible Plan Alternatives

- Cory Wilkinson showed the following via PowerPoint slides:
 - A map of the adopted 2045 Long Range Transportation Plan Needs Plan.
 - Projects that comprise the Existing plus Committed Network, which are projects that have been completed or are anticipated to be completed from 2015 to 2024.
 - The Non-SIS capacity projects for 2020-2025 for Florida and Alabama.
 - The SIS projects for 2026-2045 will be furnished later by FDOT as they are currently updating the SIS Plan.
 - Revenue projections for the Non-SIS and State Urban Funds Florida and the Capacity and State Urban Funds for Alabama for 2026-2045.
 - For Florida, three Cost Feasible Plan Alternatives for 2026-2045 have been developed:
 - Project Priorities – based on the draft Priorities under consideration;
 - Evaluation Criteria – based on ranking of the Needs Plan with adopted Evaluation Criteria; and
 - Multi-Modal – emphasis on bus transit and non-motorized vehicles, with additional funding for Complete Streets / Corridor Management, trails, and public transportation box funds.
 - Cory Wilkinson showed the draft Alabama alternative developed thus far which has three Bicycle/Pedestrian Projects and no capacity projects.

D. Draft 2045 Cost Feasible Plan Maps and Spreadsheets

- Cory Wilkinson reviewed the projects and maps for the three Cost Feasible Plan Alternatives for Florida. He stated at the bottom of each alternative a list of the funds available, and the total funds for the projects identified for Right of Way and Capacity.
- Gary Kramer requested Cory Wilkinson to explain Project Development and Environment and Preliminary Engineering Funding in the Project Priorities Alternative.
- Cory Wilkinson responded funds for Project Development and Environment and Preliminary Engineering or Design are also listed. These are an additional 20 percent of funds available for Right of Way and Construction. These are provided to use the Project Priorities as a base to develop a hybrid or preferred 2045 Cost Feasible Plan Alternative.
- Cory Wilkinson asked what other projects should be funded with Project Development and Environment and Preliminary Engineering or Design Dollars? Members need to be prepared to provide answers to this question at the next Steering Committee Meeting.
- Gary Kramer added the local funded projects can be included in the 2045 Long Range Transportation Cost Feasible Plan as well. Projects do not have to only be State and Federal funded projects. He cited the Pea Ridge Connector as an example.
- Gary Kramer requested Vince Beebe to coordinate with Baldwin County and Orange Beach to provide projects for the Alabama Alternative, but emphasized that projects recommended need to be included in the Needs Plan, which was adopted by the TPO in July.
- Vince Beebe iterated he would coordinate with both municipalities.
- Gary Kramer iterated the Evaluation Criteria Ranking and the Needs Plan Cost Spreadsheet will be e-mailed to the Steering Committee Members so they know what projects and costs are to develop projects for the 2026-2045 time frame.

He further classified that the costs are in present day dollars but will be converted to year expenditure funds for the 2045 Long Range Transportation Final Report.

E. Area Profile

- Cory Wilkinson mentioned that Area Profiles are included in the Long Range Transportation Plan to show different trends regarding various sectors in the TPO region. He introduced Peter Ogonowski, Principal Economist for HDR, to present this information.
- Peter Ogonowski explained the purpose of the Area Profile task within the LRTP update, and used PowerPoint slides for the following variables to show the related historical and forecasted future trends:
 - Population.
 - Households.
 - Employment and Unemployment.
 - Income and Poverty.
 - Real Gross Regional Product.
 - Hotel/Motel Units.
 - Educational Attainment.
 - Land Use.
 - Vehicles (Registrations, Drivers, Commuting Patterns), and Fuel Prices.
 - Airport Enplanements.
- After reviewing these categories, the following summary was developed for consideration in developing the Florida-Alabama TPO 2045 Long Range Transportation Plan.
 - The region has grown substantially over the last quarter century, but the growth has been largely below the corresponding state average.
 - Growth is expected to continue through 2045 but at a decelerated pace.
 - Population is concentrated in Pensacola, Gulf Breeze, Milton, and along major transportation corridors.
 - People mostly stay within Escambia County and Santa Rosa County when commuting to work.
 - Vehicle registrations have increased since 2010.
 - Employment and the unemployment rates improved since 1990 through early 2020.
 - Evolving industry structure—largely service-sector oriented.
 - Enplanements are projected to continue to increase through 2045.
 - Will need to keep monitoring various impacts from COVID-19 and Hurricane Michael in the coming years.
 - The focus of the Area Profile is on Escambia and Santa Rosa Counties, for which a wide variety of historical and forecasted socioeconomic data are available. The small portion of the region, in Southwest Alabama, is subject to data availability and compatibility constraints. Also, due to the proximity and linkages with the Florida side of the larger area, the Alabama portion is assumed to generally grow at a similar pace.

F. Comments from Committee Members and Public

- Cory Wilkinson asked if there were any questions from the Committee Members and the Public.
- Sean Bullington recommended railroad overpasses at Muscogee Road and Beeks Lakes Road and at US 29 south of Muscogee Road be added to the Needs Plan?
- Gary Kramer responded typically this would have needed to be done at the Needs Plan stage. However, since the 2045 Florida-Alabama Long Range Transportation Plan has not been adopted yet, these two projects will be included in the 2045 Florida-Alabama Long Range Transportation Plan Needs Plan.
- Sean Bullington recommended that improvements to Frank Reeder Road and Devin Farm Road be added to the Needs Plan not just the Overpass?
- Gary Kramer concurred. Since the Overpass does not include access to I-10, an enhanced two-lane Road for Frank Reeder Road/Devin Farm Road from Beulah Road to CR 97 will be added to the Needs Plan.

- Sean Bullington stated why is the US 29 Connector such a high priority when no interchange is in place and Quintette River Bridge needs to be replaced as well?
- Gary Kramer answered the numbers identified in the Cost Feasible Plan alternatives correspond to numbers on a map. The project priorities are a separate document than the Long Range Transportation Plan.
- Mike Ziarnek asked whether Airbnb, and Timeshares were included under the Hotels and Motels Units counts in the Transportation Model.
- Gary Kramer verified through various transportation modelers in the State of Florida, that Airbnb and Timeshares are accounted as dwelling units and not Hotel/Motel Units in the Transportation Model.
- Zakkiyyah Osuigwe iterated how the ongoing Covid-19 pandemic may affect population counts in the 2020 Census.
- Peter Ogonowski replied that the Covid-19 has had a relatively insignificant impact on the 2020 net population change in the Area thus far, and that the 2020 Census is likely to be fairly accurate, particularly after fitting adjustments for the pandemic are taken into account. While the subsequent projections may show a growth deceleration relative to the pre-pandemic version, the overall population growth over the course of the Long Range Transportation Plan is unlikely to be dramatically different from the currently anticipated growth. As a result, over the 25-year forecast Covid-19 is anticipated to be a short-term phenomenon with respect to the maturing population growth pattern.

G. Next Steps

- Cory Wilkinson mentioned the 2045 Long Range Transportation Plan Cost Feasible Plan will be a review item at the September TPO and Advisory Committee Meetings and approval at their October Meetings. A public participation process will occur between the September and October TPO Meetings. Another Steering Committee Meeting will occur in September to consider public comments on the Draft 2045 Long Range Transportation Plan Cost Feasible Plan, and to develop a preferred 2045 Long Range Transportation Plan Cost Plan to be presented to the TPO and Advisory Committees in October for approval.

H. Adjournment

- Chairman Powell adjourned the meeting at 3:30 p.m.

**2045 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #10
September 28, 2020 Virtual GoTo Meeting Summary**

Members Attending

Griffin Powell, Chairman, Technical Coordinating Committee
Bryant Paulk, FDOT Urban Liaison
Christy Johnson FDOT Urban Liaison
Vince Beebe, ALDOT Urban Liaison
Rickey Fitzgerald, FDOT Freight
Tonya Ellis, Escambia County Area Transit
Andrea Levitt Kvech, Pensacola International Airport
Mike Ziarnek, Technical Coordinating Committee
Zakkiyyah Osuigwe, Technical Coordinating Committee
Terri Malone, Technical Coordinating Committee
Sean Bullington, Citizens' Advisory Committee

Members Not Attending

Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Amy Miller, Port of Pensacola
Matthew Brown, Baldwin Regional Area Transit System
David Mayo, West Florida Wheelmen
Vernon Compton, Citizens' Advisory Committee
Jim Roberts, Citizens' Advisory Committee
Barbara Mayall, Citizens' Advisory Committee

Others Attending

Austin Mount, Emerald Coast Regional Council
Mary Beth Washnock, Emerald Coast Regional Council
Mary Jo Gustave, Emerald Coast Regional Council
Jill Lavender Nobles, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Brittany Ellers, Emerald Coast Regional Council
Cory Wilkinson, HDR
Gary Kramer, Emerald Coast Regional Council

A. Introductions and Welcome

- Chairman Powell called the meeting to order.
- Gary Kramer welcomed the participants to the Steering Committee GoTo Meeting for the 2045 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan.
- Gary Kramer reviewed the attendance list so the attendance of participants could be included in the meeting summary.
- Gary Kramer stated the purpose of the Steering Committee is to provide a detailed review of the various products in the Long Range Transportation Plan before the products are presented to the TPO and Advisory Committees. The intention is to have most of questions answered before the different products are presented to the TPO and Advisory Committee Meetings.

B. Update on the Process and Schedule

- Gary Kramer stated the 2045 Long Range Transportation Plan Needs Plan was approved by the TPO on July 8, 2020 and the Cost Feasible Plan needs to be adopted by November 3, 2020, to be presented to the TPO at the October meeting.

C. Review of 2045 Long Range Transportation Plan Needs Plan Projects and Cost

- Cory Wilkinson showed the following via PowerPoint slides:
 - Revenue projections for the Non-SIS and State Urban Funds Florida and the Capacity and State Urban Funds for Alabama for 2026-2045 which represent \$4.9B in needs with \$769.6M available. This means only about 16% of the Needs Plan project can be funded.
 - The 2020-2025 Transportation Improvement Program projects are also part of the 2045 Long Range Transportation Plan Cost Feasible Plan and will be identified in the 2045 Long Range Transportation Plan Cost Feasible Plan Technical Report and the 2045 Long Range Transportation Plan Final Report.

D. Review of 2045 Long Range Transportation Plan Cost Feasible Plan Alternatives

- Cory Wilkinson reviewed the three Florida Non-SIS Cost Feasible Plan Alternatives and Alabama alternative for 2026-2045 as presented to the TPO in draft at the September meeting as well as the SIS alternative for Florida based on discussion with FDOT:
 - Project Priorities – based on the approved Priorities;
 - Evaluation Criteria – based on ranking of the Needs Plan with adopted Evaluation Criteria; and
 - Multi-Modal – emphasis on bus transit and non-motorized vehicles, with additional funding for Complete Streets / Corridor Management, trails, and public transportation box funds.
- Priorities – Potential Cost Feasible Plan projects based on Priorities focus on 6 corridors: Pine Forest Road, Nine Mile Road, Beulah Road and US 29 Connector; Burgess Road, Gulf Beach Highway / Sorrento Road; and US 90. \$111M box funds are allocated.
- Evaluation Criteria – Potential Cost Feasible Plan projects based on the Evaluation Criteria focus on 5 corridors and 2 intersections: Sorrento Road / Gulf Beach Highway, US 98 Lillian Highway, US 90 Mobile Highway to New Warrington Road, US 90 Cervantes Road Diet, US 90, 9th/Langley/Tippin, and US98 at Navy Blvd. \$111M box funds are allocated.
- Multi-Modal – Potential Multi-Modal projects focus on 10 corridors, and roundabouts in 3 locations with primary emphasis on expanded and express transit routes funding first. Capacity projects include SR 87 Connector, Navarre Community Access Road, Roundabouts on Pensacola Beach, Perdido Key at Johnson Blvd, and the two roundabouts on East Bay Blvd from the recent Corridor Management Plan; Nine Mile Road/ US 90 corridor, US 29 Connector / Quintette, Navarre Bridge realignment, Theo Baars Bridge replacement, and the commercial truck parking on US 29. For this category, box funds were allocated at \$122M: bike/ped increased by \$2M, transit increased by \$3M, and \$6M for Trails.
- Alabama – Alabama projects were reviewed to include paved shoulders on US 98, sidewalks on CR 99, and the Canal Road Bypass Intersection on SR 180.
- SIS – SIS projects were presented to focusing on: I-10 mainline in Escambia County including interchanges at Beulah, Nine Mile, Pine Forest, and US 29; I-10 mainline in Santa Rosa County, Blue Angel Parkway, and the US 98 segments in Santa Rosa County. It was agreed to remove Bayfront Parkway project it is not currently in the SIS CFP.

E. Review of September TPO and Advisory Committee Meetings/Public Participation Process

- Brittany Ellers reviewed the results of the public involvement outreach. A virtual public meeting was held on Thursday, September 24, 2020 at 5:30 p.m. with a broadcast on YouTube. A survey link was promoted along with an overview the Cost Feasible Plan scenarios. Only 4 survey responses were received, two favoring the Multi-Modal option, one favoring the Evaluation Criteria Option, and one favoring the Priority option with responses from ZIP Codes 32502, 32533, and 32503.
- Austin Mount asked the ECRC staff to work this week to extend the survey deadline and provide additional outreach focus to the public involvement effort.

- There was discussion from Sean Bullington asking how to improve the public response because it was only the ECRC Facebook and Website. Need to go Publix and Walmart and ask people what they think. Survey is limited and appears to be what someone else is looking for. What top five state roads need to be improved? What modes of transportation need to be improved and where? Sean offered his assistance in helping get the survey out to different organizations.
- It was agreed to extend the survey about week and to reach other organizations than just by Facebook.

F. Comments Development of a Preferred or Hybrid 2045 Long Range Transportation Plan Cost Feasible Plan Alternative

- Committee member discussion followed on projects that should be included, and projects that could potentially be removed to develop a preferred hybrid scenario.
- Sean Bullington recommended to remove the US 29 from top priority to allow more for Quintette Road and Bridge PD&E, Highway 29 Widening, and other Hurricane evacuation routes.
- Mike Ziarnek favored the Multi-Modal scenario.
- Tonya Ellis favored the Multi-Modal scenario and asked to retain the transit routes in the 2045 Long Range Transportation Plan Cost Feasible Plan. Gary Kramer clarified that transit funding will remain in the selected scenario as identified in the Financial Resources allocation.
- Zakkiyyah Osuigwe favored the Priority scenario with modifications to add the SR 87 Connector projects. Zakkiyyah Osuigwe will provide input as to what segment(s) of US 90 can be removed from the CFP to provide funding for SR 87 Connector.
- Austin Mount reminded the Committee that while we do need to include multi-modal options, the focus of the 2045 Long Range Transportation Cost Feasible Plan should include an emphasis on the Capacity projects. Through discussion, Austin Mount and Bryant Paulk recommended that bridge replacement should not be included as part of the Long Range Transportation Plan because Bridge Replacement funds are a separate funding source and the Quintette Bridge is an off-system bridge; however, perhaps a PD&E could be funded.
- Terri Malone asked to retain a portion of the US 29 connector project at least to Muscogee Road, but the remainder of the segment could be removed in favor of funding the PD&E for SR 292 Sorrento / Gulf Beach Highway as well as funding the PD&E for the Quintette Road and Bridge corridor, and the Perdido Key Road/Johnson Beach round-a-bout.
- Gary Kramer mentioned the SIS projects were derived from the 2045 SIS Cost Feasible Plan on-line.
- Bryant Paulk added because of Covid and decrease revenue, the SIS projects will likely be updated by the end of the year
- Gary Kramer stated because of the likely updated SIS Cost Feasible Plan by FDOT in the near future an amendment to the 2045 Long Range Transportation Plan Cost Feasible Plan will need to occur shortly after the 2045 Long Range Transportation Plan is adopted by the TPO in October.
- Gary Kramer asked Vince Beebe if the Alabama 2045 Long Range Transportation Plan Cost Feasible Plan projects are acceptable to ALDOT.
- Vince Beebe answered the Alabama 2045 Long Range Transportation Plan Cost Feasible Plan projects are acceptable to ALDOT.
- Potential other projects to fund at least for the Design Phase include Cervantes Road Diet and Martin Luther King / Davis Highway Two-Way Restoration.

G. Comments from Committee Members and Public

- There were no members of the public attending; no public comment was provided.

H. Next Steps

- Gary Kramer and Cory Wilkinson will use this input to develop a Hybrid scenario to be provided back to the Steering Committee for review prior to the October TPO meeting.
- The TPO will be presented the draft 2045 Cost Feasible Plan (SIS, Non-SIS, and Alabama) for adoption at the October meeting.

I. Adjournment

- Chairman Powell adjourned the meeting at 10:30 a.m.

APPENDIX C – PUBLIC OUTREACH

Draft 2045 Long Range Transportation Plan Cost Feasible Plan Virtual Public Meeting Advertisement

FLORIDA-ALABAMA 2045 LRTP COST FEASIBLE PLAN VIRTUAL PUBLIC WORKSHOP

The Florida-Alabama Transportation Planning Organization (TPO) is currently updating the 2045 Long Range Transportation Plan (LRTP). To ensure the transportation needs for your community are considered, we need your input.

The final step of the LRTP update process is developing the Cost Feasible Plan. This is the final list of LRTP projects with the highest probability of being funded, based on their costs and funding sources. The TPO will be adopting the Cost Feasible Plan in October 2020.

Please complete our short questionnaire at
to share your thoughts!

Request a print copy of the survey by calling 850-332-7976, ext. 220 or emailing PublicInvolvement@ecrc.org. The Florida-Alabama Transportation Planning Organization (TPO) will hold a virtual public workshop at 5:30 p.m., Thurs., Sept. 24, 2020. To limit the potential spread of COVID-19, members of the community wishing to participate can tune in via video live stream or telephone.

Join us Live on YouTube: www.ecrc.org/YouTub
OR

Join us via phone
United States: +1 (224) 501-3412
Access Code: 944-923-517

Join the conversation on Facebook: www.facebook.com/emeraldcoastregionalcouncil.

Public input is valuable to the TPO, we encourage our communities to submit input through a variety of avenues. Comments can be submitted via eComment Card, email, or phone, learn how at www.ecrc.org/FLAL2045LRTP. Stay involved, sign up to get transportation updates emailed directly to you at www.ecrc.org/FLALSubscribe.

In compliance with the Americans with Disabilities Act, reasonable accommodations to access the meeting, and for limited English proficiency, are available upon request. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services should contact Public Involvement toll-free 800-226-8914 or TTY 711, at least 48 hours in advance. Para informacion en espanol, puede llamar a Ada Clark al 850-332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, por favor llame 48 horas de antemano. Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who believe they have been discriminated against on these conditions may file a complaint with the Title VI Coordinator, 850-332-7976, ext. 220.

The Florida-Alabama TPO is staffed by the Emerald Coast Regional Council, a regional entity providing professional technical assistance, planning, coordinating, and advisory services to local governments, state and federal agencies, and the public to preserve and enhance the quality of life in northwest Florida.

**2045 LONG RANGE
TRANSPORTATION PLAN
COST FEASIBLE PLAN**

OCTOBER 9, 2020

Challenge	1 - Least Significant	2	3 - Neutral	4	5 - Most Significant
Aging/deteriorating infrastructure	3	4	17	25	34
Development patterns	3	8	24	26	22
Increasing distance of travel	15	25	24	11	10
Increased traffic/congestion/delay	6	6	16	21	34
Integrating new technology	4	19	20	23	16
Lack of public transportation choices	12	6	17	20	27
Projecting threats of water/weather	2	15	24	17	19
Rising transportation costs	10	18	29	13	8
Safety	6	5	17	21	29
Travel needs for the elderly/disabled	4	12	22	16	24
Key					
Highest TOTAL number of responses for each challenge, also displayed in the					

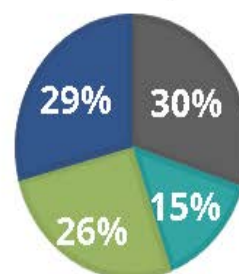
Challenges	Average Significance
Aging/deteriorating infrastructure	5 - Most Significant
Development patterns	4
Increasing distance of travel	3 - Neutral
Increased traffic/congestion/delay	5 - Most Significant
Integrating new technology	4
Lack of public transportation choices	5 - Most Significant
Projecting threats of water/weather	3 - Neutral
Rising transportation costs	3 - Neutral
Safety	5 - Most Significant
Travel needs for the elderly/disabled	5 - Most Significant

Preferred Cost Feasible Plan Option Responses		
Cost Feasible Plan Option	Number	Percent
Option A: Project Priorities	33	30%
Option B: Evaluation Criteria	16	15%
Option C: Multi Modal	29	26%
Option D: Hybrid	32	29%

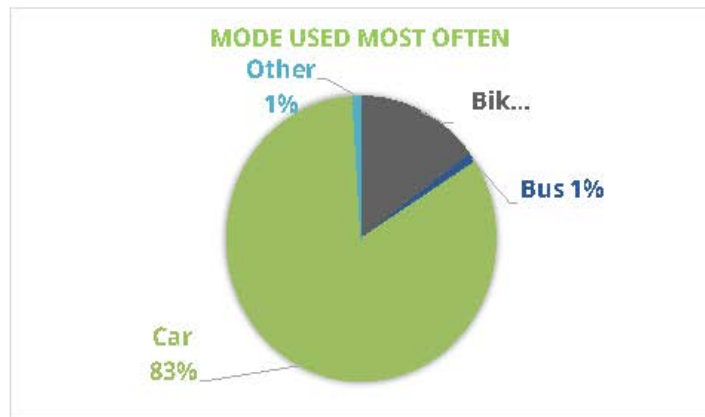
110 100%

PREFERRED COST FEASIBLE PLAN OPTION
RESPONSES

■ Option A: Project Priorities ■ Option B: Evaluation Criteria
■ Option C: Multi Modal ■ Option D: Hybrid



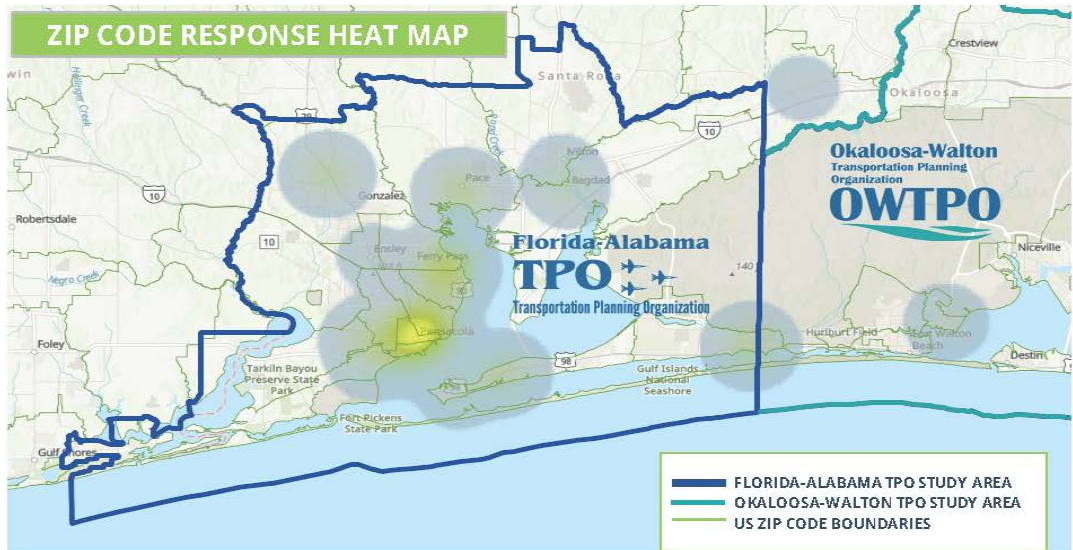
Mode Use Most Often		
Mode Choice	Number	Percent
Bike	15	12.00%
Bus	1	1%
Car	83	86%
Rideshare	0	0%
Other	1	1%
Total Responses	100	100.00%
Other Input:		
I walk as much as possible where I can. If I'm not walking, I'm driving a hybrid car.		



Mode Motivation		
Mode Behavior	Number	Percent
Accessibility	52	52.00%
Availability	13	13.00%
Cost	4	4.00%
Environmental Impacts	3	3.00%
Health Impact	7	7.00%
Location	8	8.00%
Reliability	11	11.00%
Other:	2	2.00%
Total Responses	100	100.00%
Other Input:		
All of the above. Bikes are better in every sense.		
Time		



Zip Code	Number of Respondents
36079	1
33504	1
32583	2
32579	2
32571	5
32570	1
32566	6
32564	1
32563	4
32561	2
32534	1
32533	4
32514	5
32507	1
32506	3
32505	2
32504	7
32503	16
32502	5
32501	7
32439	1
32312	1
Total Zip Code Responses	78



ADDITIONAL COMMENTS
We need to move away from a cars at all cost response to transportation and create affordable and accessible ways to get around without cars. More trains, light rail, trams, busses, ferries and correctly designed streets for bikes and pedestrians. This is better for the health of the traveler, will reduce the cost of commuting and save our en.
We need to ensure that community individuals have access to services / social services providers by reviewing transportation routes.
Traffic is horrific. Please stick to the priorities outlined on your website and not additional multimodal. My understanding is these projects take many years to complete so do not change course now because not everyone wants to ride the bus.
Widen hwy 98, 90, I-10, 9 mile, and eliminate the stop lights or figure out how to time them better. Other cities do not have the issues this area has because they are progressive. This area is not progressive because money is wasted on other non beneficial activities that prevent progress. Progress is moving traffic effectively.
There most definitely needs to be an impact fee placed on new developments to insure that the needed upgrades to existing infrastructure are accommodated.
The Santa Rosa island area needs to have alternate route available to residents as shown by the barge vs bridge fiasco.
The intersection at W Street and Pensacola Blvd has been for years and continues to be horrendous and dangerous to all who go through and turn right onto W Street. We have spoken to commissioners and councilmen and all say, basically, "too bad" that's not our area. So nothing is done. Surely some agency-state or local--can do something to protect lives and vehicles.
The current roadway construction pattern has done nothing to improve the transportation system for our region, it has only worked to promote sprawling growth. This is unsustainable. Current funding projections show that continuing the current pattern of development is not feasible. Time to explore a multi-modal approach.
The continuing growth of our area will require significant investments in infrastructure. Transportation will be a major component. As being suggested, success will hinge on regional planning for the future needs of our area. Like the direction with strategies and planning of this organization.
Thank you for making it easy to understand projects and needs assessment
Public buses are, IMO, a waste of money. It would be better to provide vouchers for Uber services. Bike riding is a dangerous proposition in most of Pensacola.
Preserving US 29 as a north/south access corridor to I 65 for economic development and hurricane evacuation purposes is critical and in imminent danger of losing. This will be gone when it takes 2-3 hours to get to I 65 from Pensacola. Don't let it become our next Santa Rosa County US 90 or US 98.
Please, no roundabouts! Round-a-bouts are not a solution.
Please consider the changing needs of our community and look for ways that we can increase walkability and the use of public transportation to lower our dependence on private auto use. We also need to address the safety of our pedestrians and ways that we can upgrade our deteriorating infrastructure to accommodate more methods of transportation beyond private autos. I appreciate what you do for our community. Thank you!
OPPOSED to ANY Roundabout options. THESE have been proven as poor intersection solutions in major European cities.
ALSO OPPOSED to any BICYCLE LANE additions to the Streets. Bicycles are not intended as a competing mode of transportation in lieu of automobiles. Bicyclists DO NOT PAY any tax toward street improvements and will never replace autos as a major transportation mode, especially in a 95 degree, high humidity climate like Pensacola.
Navarre, especially, needs seperated bike/running lanes from the roadways. Traffic flow is an issue here and putting bikes next to the road is dangerous. Our causeway is very old and incapable of handling visitor traffic and any real foot or bike traffic. This area is perfect for outdoor enjoyment, we should use that by putting a cycling store and running store in Navarre. Encourage those activities through public awareness. A healthy population with plenty of places and distances to run and bike.
My town, Pace, has been experiencing rampant population growth without any change to existing infrastructure, resulting in a very unpleasant place to live. Traffic is terrible. Most times of the day the roads are very congested. Roads in older neighborhoods are eroded, full of potholes and cracks. Many major intersections are now very unsafe due to increased traffic without changes to traffic lights (ie chumuckla x 90). Many roads have no shoulder and pedestrians or cyclers are put at risk. Subdivisions are shoved in every available space yet nothing is being done about the infrastructure and it is terrible.
My husband and I support construction as soon as possible of W. Kingsfield from Hwy 97 west all the way to Beulah Road; plus building a new interchange at I-10 and Beulah (via Isaac's Lane) is urgently needed. Thank you for asking for input. We live on W. Kingsfield and would be happy to discuss our reasons for the above comments.
Many more would use bikes if they felt safe. Walking and biking need to be promote more thoughtfully
Living in a no sidewalk city is so dangerous. Building shopping and supermarkets consolidated across from each other forces use of cars to take care of needs.
Increasing the safety and availability of bike lanes would be a significant improvement. I used to ride my bike to work from Pace when I worked in downtown Pensacola. Over the course of a few years I was hit by a car twice - both times it was the fault of the operator of the car. Providing increased bike lanes and raising awareness of bikers would be a significant improvement. I see progress but there is still a great need for improvement.
Improve existing roads / bridges to add 3' and 5' shoulders. Repair / improve bridges.
If there is funding available the six laning of highway 90 from woodbine road East to Stewart street in Milton Hwy 87 needs to commence ASAP as increased commercial development in the present and future will make this project a catastrophe to complete
I would like to see safer bike transportation routes throughout the city. I believe we could really benefit from something similar to the green belt in Boise Idaho.
I wish busses ran on an accurate schedule and would be always available for adults so they wouldn't have to wait hours for a bus to show up.
I really don't believe any of this is going to be all that helpful with the pattern and amount of development that is continuing to destroy our quality of life.
I live in the rural area of Santa Rosa. When there is an accident on the main roads, traffic comes through the Forest, and our roads are not equipped to handle high volume of traffic. Some of the roads are poorly lined and poorly engineered for today's demand. A few curves in the roads are not up to standard for a school bus. We also have narrow bridges. Only one car can pass at a time. Grandparents bought property in 1949. Santa Rosa County resident
I have tried to use public transportation in Pensacola and the time required to get to destinations is too long. Also service stops too early at 6 pm. Lastly I would have used public transportation to get to work however it wasn't even an option to get to one of the county's largest employer. So I had to deal with really bad traffic on a road that was under construction.
I believe the plan should be as comprehensive as possible planning for now and the future. We should be looking at bike/pedestrian friendly pathways, street calming, integration of new technology (roadways with solar panels for lighting and car charging), charging stations strategically placed along roadways, and increased use/establishment/promotion of park and ride/carpooling areas.
Florida is one of the worst states in the US for cyclists. That needs to change. Build more and safer bike lanes.
Congestion creates so many other problems, added travel time, added fuel usage, decreased safety.
Recognizing development trends and proactively building transportation infrastructure can prevent many other problems. An example is US98 along the FL Panhandle. This corridor is becoming an impediment to development and a daily battle for residents just to get to work, activities, stores.
Complete streets, lack of sidewalk and bike lanes. A second bridge to connect US-98 from Okaloosa Island to Fort Walton Beach. No matter how good the one bridge is, if it is struck by anything it will be closed. A second bridge should be built at Wright or Memorial. A lower draw bridge would be great to allow for more pedestrian access and maybe limit the bridge to no commercial vehicles or trucks.
Actual bike lanes and paths like most big cities now have would be great. Pedal assist electric bikes have made bicycles an even better mode of transportation but our city is NOT bike friendly.
A great need for sidewalks on all streets in a two block area around elementary schools. Parents park on both sides of the street leaving one lane in the center of the street. Parents and children jump out of their cars into the traffic.
2045 or not, we need 98 to be a flyover in almost all parts from GB to Navarre/Mary Ester. Current 98 is a service road at best
-Gulf Breeze has been an expensive leech on Pensacola for a long time. Santa Rosa needs to contribute more to the bridge rebuilding since it is mostly their citizens who use it.
I did not see discussion of climate change - specifically sea-level rise which will change our tidal range and change storm surge. I think it is critical that we include not only hazards, but how they're going to change across time.
There is not enough infrastructure to handle all the uncontrolled growth. This places us all at danger and greatly affects the quality of life.

APPENDIX D – ADOPTED 2045 LONG RANGE TRANSPORTATION COST FEASIBLE PLAN

Florida-Alabama TPO 2045 Long Range Transportation Plan Adopted Cost Feasible Plan



1/15/2021

FA_2045_LRTP paulj

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
1	Regional ITS Plan Projects			Regional Advanced Traffic Management System (ATMS) build-out
2	Corridor Management Complete Streets Studies			Corridor Management / Complete Streets Studies
3	Corridor Management Complete Streets Project			Corridor Management / Complete Streets Projects
4	Public Transportation Capital Improvements			Public Transportation Capital Improvements
5	Bike/Ped Improvements			Bicycle/Pedestrian Improvements
6	Regional Trails			Regional Trail Projects
7	Pine Forest Rd 441056-2	I-10	CR297A	Widen to 4 Lanes
8	US 90A (W. Nine Mile Road) 218605-5	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes
9	Burgess Road 218429-1	US 29	Hilburn Road	Widen to 4 Lanes
10	US 29 Connector [Segment 1] 433113-2 433113-3	I-10	Muscogee Road	New 4 Lane Capacity

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects
Projects not shown in priority order

ID	Project Name	From	To	Improvement
11	SR 99 Beulah Road to US 29 Connector 433113-2 433113-3	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes
12	SR 292 (Sorrento Road) 421011-2	CR 292A (Innerarity Point Rd) / (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes
13	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes
14	SR 292 (Gulf Beach Highway) 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes
15	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes
16	US 90 (Segment 2) 220436-3	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes
17	US 90 (Segment 3) 220436-3	Simpson River Bridge	Third Avenue	Widen to 6 Lanes
18	US 90 (Segment 4) 220436-3	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes
19	US 90 (Segment 5) 220436-3	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects
Projects not shown in priority order

ID	Project Name	From	To	Improvement
20	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes
21	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes
22	US 90 440915-3	CR 89 / Ward Basin Rd.	SR 87S	Widen to 4 Lanes
23	SR 87A New Connector 416748-8	US 90	CR 191 (Munson Hwy)	Widen to 4 Lanes
24	SR 87A New Connector 416748-9	CR 191 (Munson Hwy)	SR 87N	Widen to 4 Lanes
25	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement
26	SR 727 Fairfield Drive 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes
27	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity
28	CR 184A Berryhill Road	Five Points	West Spencer Field Road	Widen to 4 Lanes
29	CR 197A (Woodbine Road)	US 90	Five Points	Widen to 4 Lanes

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects
Projects not shown in priority order

ID	Project Name	From	To	Improvement
30	CR 197 (Chumuckla Hwy)	US 90	Five Points	Widen to 4 Lanes
31	US 90 (W. Cervantes St)	Dominques St	A Street	Road Diet
32	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Two-Way Restoration
33	Transit Funds for Existing Service Levels	System wide funding to maintain existing service.		

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects
Projects not shown in priority order

ID	Project Name	From	To	Improvement
34	I-10 and SR 99 (Beulah Road) Interchange [SIS project 3322] 437905-1 and 433113-1	AL State Line	East of SR 99	Widen I-10 to 6 Lanes and Construct New Interchange at SR 99
35	I-10 and US 90 (Nine Mile Road) Interchange [SIS projects 3322, 3448] 437905-2	East of SR 99	East of Nine Mile Road	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange
36	I-10 and SR 297 (Pine Forest Road) Interchange [SIS project 3322] 437905-3	East of Nine Mile Road	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange
37	I-10 at US 29 Interchange (Phase 2 Ultimate Improvements) 222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction
38	I-10 [SIS project 3319] 413062-4, 413062-6, 413062-7	Avalon Blvd	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87
39	I-10 [SIS project 3319] 413062-4 413062-8, 413062-9	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes
40	Blue Angel Parkway [SIS project 3323] 421012-1	Sorrento Road	US 98	Widen to 4 Lanes

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects <i>Projects not shown in priority order</i>				
ID	Project Name	From	To	Improvement
41	US 98 [SIS project ID 3427] 220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes
42	US 98 [SIS project ID 3490] 220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes
43	US 98 [SIS project ID 3461] 220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes
44	US 98 [SIS project ID 3462] 220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes
45	US 98 [SIS project ID 3462] 220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes

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

Adopted Cost Feasible Plan: Alabama Projects
Projects not shown in priority order

ID	Project Name	From	To	Improvement
46	SR 42 / US 98	Hillcrest Road	Barclay Avenue	Add paved shoulders (bike / ped) *
47	SR 42 / US 98	Barclay Avenue	AL State Line	Add paved shoulders (bike / ped) *
48	SR 42 / US 98	CR 191	Hillcrest	Add paved shoulders (bike / ped) *
49	CR 99	CR 91	Carrier Dr.	Add paved shoulders (bike / ped) *
50	CR 99	Carrier Dr.	Spanish Cove Dr.	Add sidewalks*
51	CR 99	Carrier Dr.	Spanish Cove Dr.	Add paved shoulders (bike / ped) *
52	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Major Intersection Improvement - New bypass alignment Option A
53	AL SR 180	SR 59	Foley Beach Express	5-laning of SR 180 (Canal Road) from SR 59 to Foley Beach Express
54	Gulf Intracoastal Waterway Bridge (over water)	SR 180 (Canal Road)	Foley Beach Express	Construct 2-lane Intracoastal Waterway Bridge
55	Gulf Intracoastal Waterway Bridge (over land)	SR 180 (Canal Road)	Foley Beach Express	Construct 2-lane Intracoastal Waterway Bridge

* ***These projects are funded 80% Federal and 20% Local.***

Adopted Cost Feasible Plan: Alabama Projects
Projects not shown in priority order

ID	Project Name	From	To	Improvement
56	Transit Funds for Existing Service Levels	System wide funding to maintain existing service.		

Adopted Cost Feasible Plan: Local Projects
Projects not shown in priority order

ID	Project Name	From	To	Improvement
57	AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	New 2 Lane Bridge and Connecting Roads
58	CR 197A (Woodbine Road)	US 90	Five Points Intersection	4 Lanes of Capacity
59	Pea Ridge Connector Phase 1	US 90	Hamilton Bridge Road	4 Lanes of New Capacity

APPENDIX E – 2045 COST FEASIBLE PLAN YEAR OF EXPENDITURES DOLLARS

SIS Project Listing

Project	FPID	From	To	Improvement	Phase	TIP FY20-24	TIP FY21-25	SIS 1st SYP FY21-25	SIS 2nd SYP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOY*	2031-2035 YOY*	2036-2045 YOY*	FY26-45 Totals	FY20-45 Totals	Beyond 2045
I-10 and SR 99 (Beulah Road) Interchange (ESC) [SIS project 3322]	437905-1 433113-1	AL State Line	East of SR 99 (Beulah Road)	Widen I-10 to 6 Lanes and New Interchange at SR 99	PD&E		\$ -	\$ 259,000	\$ -			\$ -	\$ -	\$ -	\$ -	\$ 259,000	\$ -
					PE	\$ -	\$ -	\$ -	\$ 9,327,000			\$ 3,800,000	\$ -	\$ -	\$ 13,127,000	\$ 13,127,000	\$ -
					ENV		\$ 1,920,000	\$ -	\$ 1,150,000			\$ -	\$ -	\$ -	\$ 1,150,000	\$ 3,070,000	
					ROW		\$ 2,950,000	\$ 4,870,000	\$ -	ACNP	\$ 2,950,000	\$ 9,500,000	\$ -	\$ -	\$ 9,500,000	\$ 17,320,000	\$ -
					CST/CEI		\$ -	\$ -	\$ 161,367,000			\$ -	\$ 192,200,000	\$ -	\$ 353,567,000	\$ 353,567,000	\$ -
I-10 and US 90 (Nine Mile Road) Interchange (ESC) [SIS projects 3322, 3448]	437905-2	East of SR 99 (Beulah Road)	East of US 90A (Nine Mile Road)	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange	PD&E		\$ -	\$ 112,000				\$ -	\$ -	\$ -	\$ -	\$ 112,000	\$ -
					PE	\$ -	\$ 14,300,000					\$ -	\$ -	\$ -	\$ -	\$ 14,300,000	\$ -
					ROW		\$ -					\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ -
					CST/CEI		\$ -					\$ 99,797,000	\$ -	\$ -	\$ 99,797,000	\$ 99,797,000	\$ -
I-10 and SR 297 (Pine Forest Road) Interchange (ESC) [SIS project 3322]	437905-3	East of US 90A (Nine Mile Road)	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange	PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ -					\$ 21,231,000	\$ -	\$ -	\$ 21,231,000	\$ 21,231,000	\$ -
					CST/CEI		\$ -					\$ 92,410,000	\$ -	\$ -	\$ 92,410,000	\$ 92,410,000	\$ -
I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements)	222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction	PE	\$ -	\$ -	\$ 5,399,000	\$ -			\$ -	\$ -	\$ -	\$ -	\$ 5,399,000	\$ -
					ENV		\$ 303,946	\$ 9,920,000		ACNP	\$ 303,946	\$ -	\$ -	\$ -	\$ -	\$ 10,223,946	\$ -
					RRU		\$ 564,500	\$ -				\$ -	\$ -	\$ -	\$ -	\$ 564,500	\$ -
					ROW		\$ 17,426,000	\$ 2,413,000		ACNP	\$ 4,969,000	\$ -	\$ -	\$ -	\$ -	\$ 19,839,000	\$ -
					CST/CEI		\$ 134,666,857	\$ 135,231,000		ACNP	\$ 1,948,601	\$ -	\$ -	\$ -	\$ -	\$ 269,897,857	\$ -
I-10 (SCR) [SIS project 3319]	413062-4, 413062-6, 413062-7	SR 281 (Avalon Blvd.)	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	PD&E		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ 20,663,959	\$ 20,663,959	\$ 20,663,959	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 219,946,263	\$ 219,946,263	\$ 219,946,263	\$ -
I-10 (SRC) [SIS project 3319]	413062-4 413062-8, 413062-9	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes	PD&E		\$ -	\$ 257,000	\$ -			\$ -	\$ -	\$ -	\$ -	\$ 257,000	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ 24,257,691	\$ 24,257,691	\$ 24,257,691	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 258,197,787	\$ 258,197,787	\$ 258,197,787	\$ -
SR 173 (S. Blue Angel Parkway) (ESC) [SIS project 3323]	421012-1	SR 292 (Sorrento Road)	US 98	Widen to 4 Lanes	PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ 5,000,000	\$ 5,000,000				\$ 10,300,000	\$ -	\$ -	\$ 10,300,000	\$ 20,300,000	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 113,797,550	\$ 113,797,550	\$ 113,797,550	\$ -
SR 297 (Pine Forest Road) (ESC) [SIS project xxxx]	441056-1	SR 173 (Blue Angel Parkway)	SR 10 (Nine Mile Road)	Feasibility Study	PD&E		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 98 (SRC) [SIS project ID 3427]	220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes	PE	\$ 747,400	\$ -	\$ 7,126,000		ACNP	\$ 747,400	\$ -	\$ -	\$ -	\$ -	\$ 7,873,400	\$ -
					DSB	\$ 80,274,732	\$ -			ACNP	\$ 80,274,732	\$ -	\$ -	\$ -	\$ -	\$ 80,274,732	\$ -
					RRU	\$ 8,450,000	\$ -			ACNP	\$ 8,450,000	\$ -	\$ -	\$ -	\$ -	\$ 8,450,000	\$ -
					ENV	\$ 3,188,325	\$ 502,376	\$ 502,000		ACNP	\$ 3,690,701	\$ -	\$ -	\$ -	\$ -	\$ 4,192,701	\$ -
					ROW		\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 164,563,201	\$ 164,563,201	\$ 164,563,201	\$ -
US 98 (SRC) [SIS project ID 3490]	220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes	PE	\$ -	\$ 4,950,000	\$ 4,950,000		SU	\$ 1,807,561	\$ -	\$ -	\$ -	\$ -	\$ 9,900,000	\$ -
					ROW		\$ -					\$ 11,000,000	\$ -	\$ -	\$ 11,000,000	\$ 11,000,000	\$ -
					CST/CEI		\$ -					\$ -	\$ 149,666,450	\$ -	\$ 149,666,450	\$ 149,666,450	\$ -
US 98 (SRC) [SIS project ID 3461]	220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes	PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ -					\$ 9,500,000	\$ -	\$ -	\$ 9,500,000	\$ 9,500,000	\$ -
					CST/CEI		\$ -					\$ -	\$ 117,641,900	\$ -	\$ 117,641,900	\$ 117,641,900	\$ -
US 98 (SRC) [SIS project ID 3462]	220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes	PE	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW		\$ -					\$ 44,100,000	\$ -	\$ -	\$ 44,100,000	\$ 44,100,000	\$ -
					CST/CEI		\$ -					\$ -	\$ 328,717,500	\$ -	\$ 328,717,500	\$ 328,717,500	\$ -
US 98 (SRC) [SIS project ID 3462]	220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes	PE	\$ -	\$ 3,850,000	\$ 3,850,000		SU	\$ 3,414,690	\$ -	\$ -	\$ -	\$ -	\$ 7,700,000	\$ -
					ROW		\$ -					\$ 9,650,000	\$ -	\$ -	\$ 9,650,000	\$ 9,650,000	\$ -
					CST/CEI		\$ -					\$ -	\$ -	\$ 174,965,450	\$ 174,965,450	\$ 174,965,450	\$ -

Totals	\$ 92,660,457	\$ 186,433,679	\$ 179,889,000	\$ 171,844,000	\$ 108,556,631	\$ 311,538,000	\$ 459,508,350	\$ 1,305,109,401	\$ 2,247,999,751	\$ 2,706,982,887	\$ -
Color Code:											
\$0,000.00 = State and Federal Funds \$0,000.00 = PE Funds	PD&E	\$ -	\$ -	\$ 628,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	ROW & CST	\$ -	\$ 155,042,857	\$ 142,514,000	\$ 161,367,000	\$ 9,867,601	\$ 307,738,000	\$ 459,508,350	\$ 1,260,187,751	\$ 2,027,434,101	\$ -
	DSB, ENV, Other	\$ 91,913,057	\$ 3,290,822	\$ 10,422,000	\$ 1,150,000	\$ 92,719,379	\$ -	\$ -	\$ -	\$ -	\$ -
	subtotal						\$ 307,738,000	\$ 459,508,350	\$ 1,260,187,751	\$ 2,027,434,101	
\$0,000.00 = Local Funds \$0,000.00 = PD&E \$0,000.00 = Federal Funds Only (from TIP)											
*YOY Inflation Factor (Table 8A, Page C-2, Revenue Forecasting Guidebook)											
-											
2026-2030	1.32	SIS Plan First 5 and Second 5 are already YOY, so the YOY Multiplier is <u>not</u> applied									
2031-2035	1.55	SIS Long Range CFP is Present Day so the YOY Multiplier is applied									
2036-2045	2.05	SIS Long Range CFP is Present Day so the YOY Multiplier is applied									
Local Funds		\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE Funds	\$ 747,400	\$ 23,100,000	\$ 21,325,000	\$ 9,327,000	\$ 5,969,651	\$ 3,800,000	\$ -	\$ 44,921,650	\$ 48,721,650	\$ -	\$ -

Non SIS Project Listing

Project	FPID	From		Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOY*	2031-2035 YOY*	2036-2045 YOY*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Regional ITS Program	4280585	Implement Intelligent Transportation System (ITS) Regional Implementation Plan			ATMS	\$ 6,682,071	SU	\$ 6,682,071	\$ 77,639,666	\$ -	\$ -	\$ 77,639,666	\$ 84,321,737	\$ -
Corridor Mgmt / Complete Streets Studies	4393213	Complete mobility studies and plans throughout the TPO area			OPS	\$ -			\$ 990,000	\$ 1,162,500	\$ 3,075,000	\$ 5,227,500	\$ 5,227,500	\$ -
Corridor Mgmt / Complete Streets Projects		Implement projects in transportation studies/plans			OPS	\$ -			\$ 9,900,000	\$ 11,625,000	\$ 30,750,000	\$ 52,275,000	\$ 52,275,000	\$ -
Public Transportation Capital Improvements		Public Transportation Capital projects (may include purchase of replacement buses or shelter amenities)			OPS	\$ -			\$ 1,980,000	\$ 2,325,000	\$ 6,150,000	\$ 10,455,000	\$ 10,455,000	\$ -
Bicycle and Pedestrian Projects		Implement projects from FL-AL TPO bicycle and pedestrian plan			OPS	\$ -			\$ 2,310,000	\$ 2,712,500	\$ 7,175,000	\$ 12,197,500	\$ 12,197,500	\$ -
Regional Trail Program		Develop regional trail system/network			OPS	\$ -			\$ 1,320,000	\$ 1,550,000	\$ 4,100,000	\$ 6,970,000	\$ 6,970,000	\$ -
CR 297 (Pine Forest Road) (ESC)	4410563	US 90A (Nine Mile Rd.)	North of CR 297A	Widen to 4 Lanes	PD&E	\$ 110,000	SU	\$ 110,000	\$ 1,861,200	\$ -	\$ -	\$ 1,861,200	\$ 1,971,200	\$ -
					PE	\$ -			\$ 1,818,020	\$ -	\$ -	\$ 1,818,020	\$ 1,818,020	\$ -
					ROW	\$ -			\$ 5,616,993	\$ -	\$ -	\$ 5,616,993	\$ 5,616,993	\$ -
					CST/CEI	\$ -			\$ 12,919,087	\$ -	\$ -	\$ 12,919,087	\$ 12,919,087	\$ -
US 90A (Nine Mile Road) (ESC)	2186055	US 90 (Mobile Highway)	SR 297 (Pine Forest Road)	Widen to 6 Lanes	PD&E	\$ -			\$ 2,242,755	\$ -	\$ -	\$ 2,242,755	\$ 2,242,755	\$ -
					PE	\$ -			\$ 6,728,267	\$ -	\$ -	\$ 6,728,267	\$ 6,728,267	
					ROW	\$ 1,500,000	SU, ACSU	\$ 1,490,000	\$ 22,427,554	\$ -	\$ -	\$ 22,427,554	\$ 23,927,554	\$ -
					CST/CEI	\$ -			\$ 51,583,374	\$ -	\$ -	\$ 51,583,374	\$ 51,583,374	\$ -
Burgess Road (ESC)	2184291	US 29	Hilburn Road	Widen to 4 Lanes	PE	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW	\$ 3,247,762			\$ -	\$ -	\$ -	\$ -	\$ 3,247,762	\$ -
					CST/CEI	\$ -			\$ 22,453,426	\$ -	\$ -	\$ 22,453,426	\$ 22,453,426	\$ -
SR 99 Beulah Road to US 29 Connector (ESC)	4331132 4331133	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes	PD&E	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -			\$ 4,846,454	\$ -	\$ -	\$ 4,846,454	\$ 4,846,454	\$ -
					ROW	\$ -			\$ 6,942,875	\$ -	\$ -	\$ 6,942,875	\$ 6,942,875	\$ -
					CST/CEI	\$ -			\$ 15,968,613	\$ -	\$ -	\$ 15,968,613	\$ 15,968,613	\$ -
US 29 Connector (ESC) [Segment 1]	4331132 4331133	I-10 (new Beulah Road Interchange)	Muscogee Road	Widen to 4 Lanes	PD&E	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					PE	\$ -			\$ 1,425,600	\$ -	\$ -	\$ 1,425,600	\$ 1,425,600	\$ -
					ROW	\$ -			\$ -	\$ 13,301,640	\$ -	\$ 13,301,640	\$ 13,301,640	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 40,462,732	\$ 40,462,732	\$ 40,462,732	\$ -
US 90 (Segment 1) (ESC)	2204362	US 90 (Scenic Highway)	Escambia River Bridge (Santa Rosa Co line)	Widen to 6 Lanes	PE	\$ -			\$ -	\$ 3,565,000	\$ -	\$ 3,565,000	\$ 3,565,000	\$ -
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,300,000
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,400,000
US 90 (Segment 2) (SRC)	2204363	Escambia River Bridge (Santa Rosa Co line)	Simpson River Bridge	Widen to 6 Lanes	PE	\$ -			\$ -	\$ 13,330,000	\$ -	\$ 13,330,000	\$ 13,330,000	\$ -
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,700,000
US 90 (Segment 3) (SRC)	2204363	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	PE	\$ -			\$ 1,980,000	\$ -	\$ -	\$ 1,980,000	\$ 1,980,000	\$ -
					ROW	\$ -			\$ 5,280,000	\$ -	\$ -	\$ 5,280,000	\$ 5,280,000	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 62,935,000	\$ 62,935,000	\$ 62,935,000	\$ -
US 90 (Segment 4) (SRC)	2204363	Third Avenue	CR 197 (Bell Lane)	Widen to 6 Lanes	PE	\$ -			\$ -	\$ 10,230,000	\$ -	\$ 10,230,000	\$ 10,230,000	\$ -
					ROW	\$ -			\$ -	\$ 81,065,000	\$ -	\$ 81,065,000	\$ 81,065,000	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 103,525,000	\$ 103,525,000	\$ 103,525,000	\$ -
US 90 (Segment 5) (SRC)	2204363	CR 197 (Bell Lane)	Glover Lane	Widen to 6 Lanes	PE	\$ -			\$ 9,372,000	\$ -	\$ -	\$ 9,372,000	\$ 9,372,000	\$ -
					ROW	\$ -			\$ -	\$ 54,095,000	\$ -	\$ 54,095,000	\$ 54,095,000	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 111,930,000	\$ 111,930,000	\$ 111,930,000	\$ -
US 90 (Caroline Street) (SRC)	4409151	Glover Lane	SR 87N (Stewart St.)	Widen to 6 Lanes	PE	\$ -			\$ 1,523,408	\$ -	\$ -	\$ 1,523,408	\$ 1,523,408	\$ -
					ROW	\$ -			\$ -	\$ 5,962,839	\$ -	\$ 5,962,839	\$ 5,962,839	\$ -
					CST/CEI	\$ -			\$ -	\$ 13,714,530	\$ -	\$ 13,714,530	\$ 13,714,530	\$ -
US 90 (Caroline Street) (SRC)	4409152	SR 87N (Stewart St.)	CR 89 (Ward Basin)	Widen to 4 Lanes	PE	\$ 2,750,000	SU	\$ 2,750,000	\$ -	\$ -	\$ -	\$ -	\$ 2,750,000	\$ -
					ROW	\$ -			\$ 7,530,488	\$ -	\$ -	\$ 7,530,488	\$ 7,530,488	\$ -
					CST/CEI	\$ -			\$ -	\$ 20,338,021	\$ -	\$ 20,338,021	\$ 20,338,021	\$ -
US 90 (SRC)	4409153	CR 89 (Ward Basin)	SR 87S	Widen to 4 Lanes	PE	\$ 1,700,000	SU	\$ 1,500,000	\$ 1,386,000	\$ -	\$ -	\$ 1,386,000	\$ 3,086,000	\$ -
					ROW	\$ -			\$ -	\$ 8,766,312	\$ -	\$ 8,766,312	\$ 8,766,312	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 53,333,110	\$ 53,333,110	\$ 53,333,110	\$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	US 90	CR 191 (Munson Hwy)	Create 4 Lanes	PE	\$ -			\$ 3,621,219	\$ -	\$ -	\$ 3,621,219	\$ 3,621,219	\$ -
					ROW	\$ -			\$ 6,035,366	\$ -	\$ -	\$ 6,035,366	\$ 6,035,366	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 43,116,287	\$ 43,116,287	\$ 43,116,287	\$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	CR 191 (Munson Hwy)	SR 87N	Create 4 Lanes	PE	\$ -			\$ 4,511,029	\$ -	\$ -	\$ 4,511,029	\$ 4,511,029	\$ -
					ROW	\$ -			\$ -	\$ 8,828,403	\$ -	\$ 8,828,403	\$ 8,828,403	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 53,710,867	\$ 53,710,867	\$ 53,710,867	\$ -
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	4210112	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	PE	\$ -			\$ -	\$ 11,371,015	\$ -	\$ 11,371,015	\$ 11,371,015	\$ -
					ROW	\$ -			\$ -	\$ -	\$ 15,210,153	\$ 15,210,153	\$ 15,210,153	\$ 21,470,543
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,182,800
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	2184933	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Widen to 4 Lanes	PE	\$ -			\$ -	\$ 7,638,400	\$ -	\$ 7,638,400	\$ 7,638,400	\$ -
					ROW	\$ -			\$ -	\$ -	\$ 64,847,174	\$ 64,847,174	\$ 64,847,174	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 128,973,661	\$ 128,973,661	\$ 128,973,661	\$ -
SR 292 (Gulf Beach Highway) (ESC)	2184932	SR 727 (Fairfield Drive)	SR 295 (Navy Boulevard)	Widen to 4 Lanes	PE	\$ -			\$ 3,659,040	\$ -	\$ -	\$ 3,659,040	\$ 3,659,040	\$ -
					ROW	\$ -			\$ -	\$ 27,579,820	\$ -	\$ 27,579,820	\$ 27,579,820	\$ -
					CST/CEI	\$ -			\$ -	\$ -	\$ 77,137,634	\$ 77,137,634	\$ 77,137,634	\$ -
SR 289 (Ninth Avenue)/Langley/Tippin (ESC)	TBD	SR 289 (Ninth Avenue)/Langley/Tippin	Intersection Reconfiguration		PD&E	\$ -			\$ -	\$ -	\$ 4,100,000	\$ 4,100,000	\$ 4,100,000	\$ -
					PE	\$ -			\$ -	\$ -	\$ 6,150,000	\$ 6,150,000	\$ 6,150,000	
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,000,000
SR 727 (Fairfield Drive) (ESC)	4318837	US 90 (Mobile Highway)	SR 298 (Lillian Highway)	Widen to 4 Lanes	PD&E	\$ -			\$ -	\$ 3,290,385	\$ -	\$ 3,290,385	\$ 3,290,385	\$ -
					PE	\$ -			\$ -	\$ -	\$ 8,703,599	\$ 8,703,599	\$ 8,703,599	
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,228,292
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,412,536
Navarre Community Access Road (SRC)	4369021	Edgewood Drive	Whispering Pines Road	2 Lane Connectivity	PE	\$ -			\$ -	\$ -	\$ 12,816,549	\$ 12,816,549	\$ 12,816,549	\$ -
					ROW	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,839,917
					CST/CEI	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,931,809

CR 184A (Berryhill Road) (SRC)	TBD	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	PD&E	\$	-			\$	1,902,995	\$	-	\$	-	\$	1,902,995	\$	1,902,995	\$	-		
					PE	\$	-			\$	-	\$	-	\$	4,433,115	\$	4,433,115	\$	4,433,115				
					ROW	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-	\$	7,208,318		
					CST/CEI	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-	\$	16,579,131		
CR 197A (Woodbine Road) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PE	\$	-			\$	3,181,818	\$	-	\$	-	\$	3,181,818	\$	3,181,818	\$	-		
					ROW	\$	-			\$	10,606,061	\$	-	\$	-	\$	10,606,061	\$	10,606,061	\$	-		
					CST/CEI	\$	-			\$	21,212,121	\$	-	\$	-	\$	21,212,121	\$	21,212,121	\$	-		
CR 197 (Chumuckla Hwy) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PD&E	\$	-			\$	-	\$	3,816,309	\$	-	\$	3,816,309	\$	3,816,309	\$	-		
					PE	\$	-			\$	-	\$	-	\$	7,571,066	\$	7,571,066	\$	7,571,066				
					ROW	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-	\$	12,310,677		
					CST/CEI	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-	\$	28,314,558		
US 90 (W. Cervantes St.) (ESC)	TBD	Dominiques St	A Street	Road Diet	PE	\$	-			\$	2,178,000	\$	-	\$	-	\$	2,178,000	\$	2,178,000	\$	-		
					ROW	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
					CST/CEI	\$	-			\$	-	\$	19,607,500	\$	-	\$	19,607,500	\$	19,607,500	\$	-		
Davis Hwy / Martin Luther King Two-Way Conversion (ESC)	TBD	E. Wright Street	SR 295 (E. Fairfield Dr.)	Two-Way Restoration	PE	\$	-			\$	-	\$	1,836,750	\$	-	\$	1,836,750	\$	1,836,750	\$	-		
					ROW	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-	\$	-		
					CST/CEI	\$	-			\$	-	\$	-	\$	-	\$	-	\$	-	\$	9,085,000		
W. Main Street (ESC)	4409041	Barrancas Avenue	Clubbs Street	Complete Street	PE	\$	250,000	SU	\$	250,000	\$	-	\$	-	\$	-	\$	-	\$	250,000	\$	-	
					CST/CEI	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Pea Ridge Connector [Phase 1] (SRC)	TBD	US 90	Hamilton Bridge Road	Construct new 4 lane facility	PE	\$	1,500,000			\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,500,000	\$	-
					ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
					CST/CEI	\$	13,000,000	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	13,000,000	\$	-

Color Code: \$0,000.00 = State and Federal Funds \$0,000.00 = PE Funds \$0,000.00 = Local Funds \$0,000.00 = Federal Funds Only (from TIP)	*YOE Inflation Factor (Table 8A, Page C-2, Revenue Forecasting Guidebook) not applied to Local Funds		Totals	\$	30,739,833	\$	12,782,071	\$	334,953,430	\$	327,711,924	\$	850,205,946	\$	1,512,871,301	\$	1,543,611,134	\$	375,963,581
	2026-2030	1.32	Box funds	\$	-	\$	16,500,000	\$	19,375,000	\$	51,250,000	\$	87,125,000	\$	87,125,000				
	2031-2035	1.55	ATMS	\$	6,682,071	\$	77,639,666	\$	-	\$	-	\$	77,639,666	\$	84,321,737				
	2036-2045	2.05	ROW & CST	\$	14,500,000	\$	156,757,776	\$	253,259,065	\$	755,181,618	\$	1,165,198,459	\$	1,179,698,459	\$	375,963,581		
			subtotal	\$	21,182,071	\$	250,897,442	\$	272,634,065	\$	806,431,618	\$	1,329,963,125	\$	1,351,145,196				
			subtotal Capacity Funds			\$	250,897,442	\$	272,634,065	\$	806,431,618	\$	1,329,963,125	\$	1,351,145,196	tot r/w and CST			
			R/W and CST/CEI Capacity Avail Revenue (Non SIS + TMA / SU 2026-2045) YOE		\$	-	\$	176,520,000	\$	190,450,000	\$	396,280,000	\$	763,250,001	NA				
			Balance			\$	(74,377,442)	\$	(156,561,506)	\$	(566,713,124)								
			Local Funds	\$	14,500,000	\$	31,818,182	\$	-	\$	-	\$	31,818,182	\$	46,318,182	\$	-		
			PE Funds	\$	4,700,000	\$	43,049,037	\$	47,971,165	\$	39,674,329	\$	130,694,531	\$	135,394,531				
															\$	-			
\$0,000.00 = PD&E			PD&E	\$	110,000	\$	6,006,950	\$	7,106,694	\$	4,100,000	\$	17,213,645						
			PE	\$	4,700,000	\$	43,049,037	\$	47,971,165	\$	39,674,329	\$	130,694,531	\$	135,394,531				
			subtotal			\$	49,055,988	\$	55,077,860	\$	43,774,329	\$	147,908,176	\$	94,701,061				
			PE and PD&E Avail Revenue (Non SIS + TMA / SU 2026-2045) YOE		\$	-	\$	50,374,500	\$	59,151,875	\$	156,466,250	\$	265,992,625	\$	152,650,000	NA		
			Balance			\$	1,318,512	\$	5,392,528	\$	118,084,449								

FL 2045 CFP \$ to YOE			Available Funds (non-SIS+TMA and SU)			YOE	Multiplier	Present Day Cost
			FY 2026-2030			\$176,520,000	1.32	\$133,727,273
			FY 2031-2035			\$190,450,000	1.55	\$122,870,968
			FY 2036-2045			\$396,280,000	2.05	\$193,307,317
			FY26-45			\$763,250,000		\$449,905,558
Roadway (Capacity + Intersection + ATMS + SIS)			\$			4,139,596,770		
Public Transportation (includes box funds)			\$			10,455,000		
Bike / Ped (includes box funds)			\$			19,167,500		
Mobility (Complete Streets)			\$			81,374,750		
subtotal FL			\$			4,250,594,020		
AL 2045 CFP \$ to YOE			Available Funds (Transit)			YOE	Multiplier	Present Day Cost
			FY 2026-2030			\$60,790,000	1.32	\$46,053,030
			FY 2031-2035			\$66,570,000	1.55	\$42,948,387
			FY 2036-2045			\$138,690,000	2.05	\$67,653,659
			FY26-45			\$266,050,000		\$156,655,076
Roadway (Capacity + Intersection + ATMS)			\$			149,455,215		
Public Transportation (includes box funds)			\$			-		
Bike / Ped (includes box funds)			\$			2,309,912		
Mobility (Complete Streets)			\$			-		
subtotal AL			\$			151,765,127		
Total 2045 CFP \$ to YOE								
Roadway (Capacity + Intersection + ATMS)			\$			4,289,051,985		
Public Transportation (includes box funds)			\$			10,455,000		
Bike / Ped (includes box funds)			\$			21,477,412		
Mobility (Complete Streets)			\$			81,374,750		
subtotal			\$			4,402,359,147		

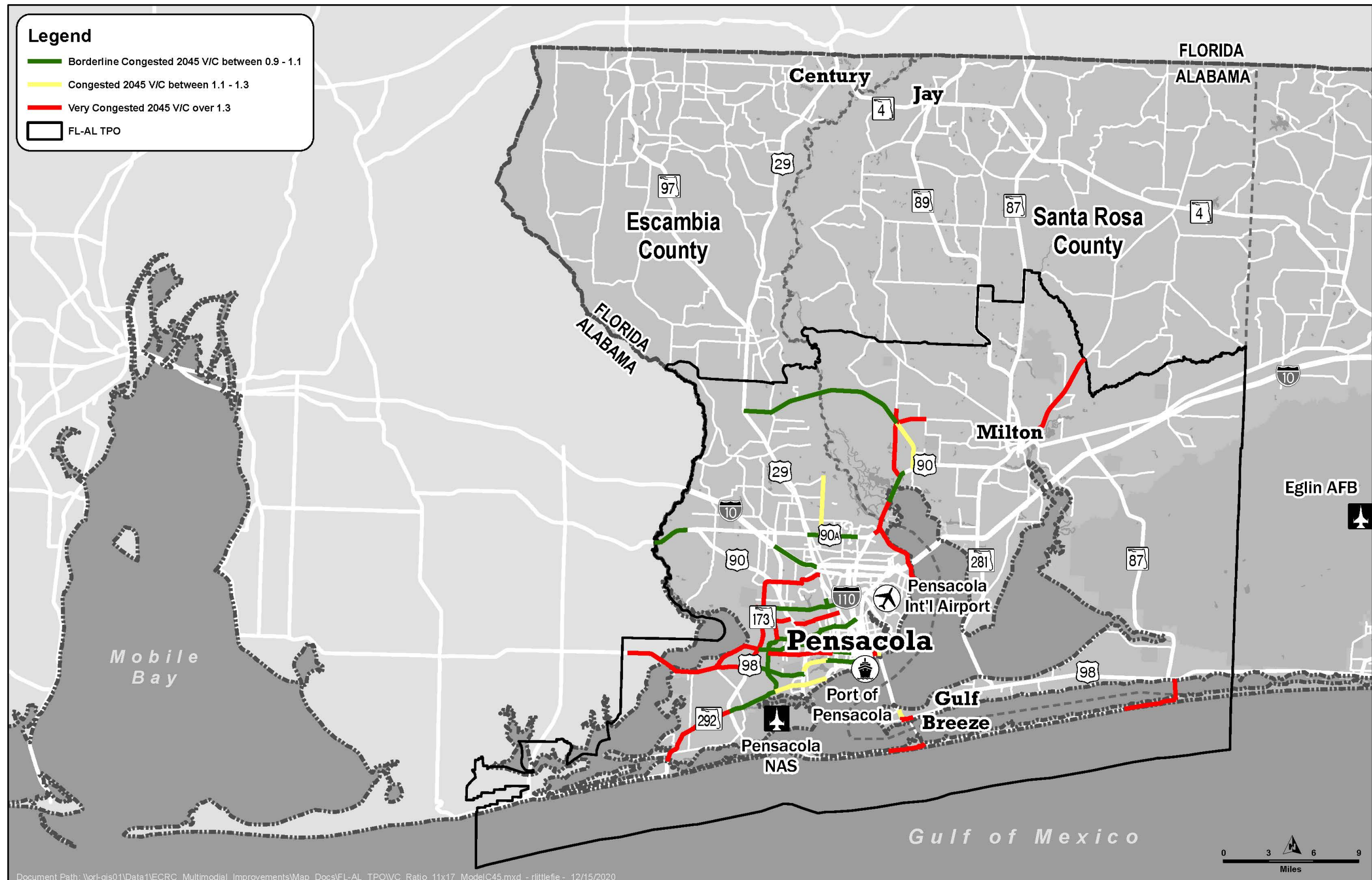
Alabama Project Listing															
Project	Project Number	From	To	Improvement	Phase	TIP 2020-2024	TIP 2021-2025	Fed Fund Codes	Fed Fund Amt	2026-2030	2031-2035	2036-2045	Beyond 2045	FY26-45 Totals	FY20-45 Totals
SR180 (Canal Road) (BAL)	100040566 (RW), 100040567 (UT), 100040568 (CST)	SR 59	Foley Beach Express	Capacity	PE	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					ROW	\$ -	\$ 4,239,193	STPAA	\$ 3,391,355	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,239,193
					UT	\$ -	\$ 1,397,148	STPAA	\$ 1,117,719	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,397,148
					CN	\$ -	\$ 13,347,495	BPF	\$ 10,303,010	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,347,495
					Local	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR180 (Canal Road) (BAL) [04]		SR 180 (Canal Rd.)	SR 161 (Orange Bveach Blvd.)	Major Intersection Improvement	PE	\$ -	\$ -			\$ 1,117,995	\$ -	\$ -	\$ -	\$ 1,117,995	\$ 1,117,995
					ROW	\$ -	\$ -			\$ 1,350,000	\$ -	\$ -	\$ -	\$ 1,350,000	\$ 1,350,000
					UT	\$ -	\$ -			\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 250,000
					CN	\$ -	\$ -			\$ -	\$ -	\$ -	\$ 6,504,126	\$ -	\$ -
					Local	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US98 (SR42) (BAL)	100060027 (PE) 100060029 (CST)	Barclay Avenue	AL State Line	Add paved shoulders	PE	\$ -	\$ 20,000	STPLL	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
					CN	\$ -	\$ 277,930	STPLL	\$ 277,930	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 277,930
					Local	\$ -	\$ 74,483			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,483
US98 (SR42) (BAL) [01]	100063635 (PE)	Hillcrest Road	Barclay Avenue	Add paved shoulders	PE	\$ -	\$ 20,000	STPLL	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000
					CN	\$ -	\$ -			\$ -	\$ 163,529	\$ -	\$ -	\$ 163,529	\$ 163,529
					Local	\$ -	\$ 5,000			\$ -	\$ 32,706	\$ -	\$ -	\$ 32,706	\$ 37,706
US98 (SR42) (BAL) [02]		CR 191	Hillcrest	Add paved shoulders	PE	\$ -	\$ -			\$ -	\$ 20,000	\$ -	\$ -	\$ 20,000	\$ 20,000
					CN	\$ -	\$ -			\$ -	\$ 221,286	\$ -	\$ -	\$ 221,286	\$ 221,286
					Local	\$ -	\$ -			\$ -	\$ 49,257	\$ -	\$ -	\$ 49,257	\$ 49,257
CR99 (BAL)	100063634 (PE) 100063640 (CST)	CR 91	Carrier Drive	Add paved shoulders	PE	\$ -	\$ 75,000	STPLL	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
					CN	\$ -	\$ 463,273	STPLL	\$ 463,273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 463,273
					Local	\$ -	\$ 134,568			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,568
CR99 (BAL)	100063403 (PE) 100063404 (CST)	Carrier Drive	Spanish Cove Drive	Add paved shoulders	PE	\$ 50,000	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
					CN	\$ 407,970	\$ -	STPLL	\$ 407,970	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 407,970
					Local	\$ 101,993	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,993
CR99 (BAL) [03]	100063403 (PE)	Carrier Drive	Spanish Cove Drive	Add sidewalk	PE	\$ -	\$ -			\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
					CN	\$ -	\$ -			\$ 123,660	\$ -	\$ -	\$ -	\$ 123,660	\$ 123,660
					Local	\$ -	\$ -			\$ 49,257	\$ -	\$ -	\$ -	\$ 49,257	\$ 49,257
Gulf Coast Intracostal Waterway Bridge (over water)	100063605 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CN	\$ 42,768,212	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,768,212
					Local	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gulf Coast Intracostal Waterway Bridge (over land)	100066950 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CN	\$ 20,185,172	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,185,172
					Local	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wolf Bay Bridge	LOCAL (CST) [City of Orange Beach]	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	PE	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					CN	\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					Local	\$ -	\$ 64,800,000			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,800,000

Color Code:	Totals	\$ 559,963	\$ 20,054,090	\$ 16,076,257	\$ 2,660,912	\$ 736,778	\$ -	\$ 6,504,126	\$ 3,397,690	\$ 24,011,743
\$0,000.00 = State and Federal Funds	ROW & CST	\$ 43,176,182	\$ 18,327,891	\$ 14,843,538	\$ 1,473,660	\$ 384,815	\$ -	\$ 6,504,126	\$ 1,858,475	\$ 20,594,336
\$0,000.00 = PE Funds	UT	\$ -	\$ 1,397,148	\$ 1,117,719	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 1,647,148
\$0,000.00 = Local Funds	Local Funds	\$ 101,993	\$ 65,014,051	\$ -	\$ 49,257	\$ 81,963	\$ -	\$ -	\$ 131,220	\$ 447,264
	subtotal	\$ 43,278,175	\$ 84,739,090	\$ 15,961,257	\$ 1,522,917	\$ 716,778	\$ -	\$ 6,504,126	\$ 2,239,695	\$ 22,688,748
	Available Revenue				\$ 1,591,370	\$ 1,591,370	\$ 3,182,740	\$ 3,329,240	\$ 6,365,480	\$ 6,365,480
	Balance				\$ 68,453	\$ 943,045	\$ 4,125,785			
	PE Funds	\$ 50,000	\$ 115,000	\$ -	\$ 115,000	\$ 1,137,995	\$ 20,000	\$ -	\$ -	\$ 1,157,995
	Transit Funds	\$ -	\$ -		\$ 370,403	\$ 370,403	\$ 740,805	\$ -	\$ 1,481,610	\$ 1,111,208
		\$ 43,328,175	\$ 84,854,090	\$ -	\$ 16,076,257	\$ 2,660,912	\$ 736,778	\$ -	\$ 6,504,126	\$ 3,397,690

*YOE Inflation Factor 1% per year for AL

AL 2045 CFP \$ to YOE	
Roadway	\$ 149,455,215
Public Transportation (includes box funds)	\$ -
Bike / Ped (includes box funds)	\$ 2,309,912
Mobility (Complete Streets)	\$ -
subtotal AL	\$ 151,765,127

APPENDIX F – 2045 COST FEASIBLE PLAN DEFICIENCY MAP



APPENDIX G – RESOLUTION FL-AL 20-24 COST FEASIBLE PLAN

RESOLUTION FL-AL 20-24

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2045 FLORIDA-ALABAMA LONG-RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

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

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) 2045 Long-Range Transportation Plan is developed pursuant to Part 23 Section 450.324, Code of Federal Regulations and Section 339.175(7), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, the 2045 Cost Feasible Plan was presented at a virtual public workshop and a questionnaire was disseminated online, through community groups, and at local libraries within the TPO area; and

WHEREAS, the 2045 Cost Feasible Plan was presented and reviewed by the LRTP Steering Committee members on August 11, 2020 and September 28, 2020; and

WHEREAS, the 2045 Cost Feasible Plan contains multi-modal projects;

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

The Florida-Alabama TPO adopts the 2045 Cost Feasible Plan.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 14th day of October 2020.


ATTEST: _____

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: 
Steven Barry, Chairman