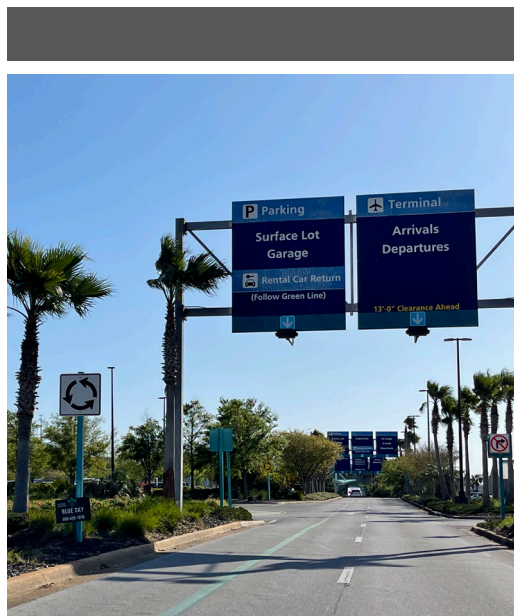




2045 FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

Long Range Transportation Plan Update

Florida-Alabama Transportation Planning Organization
Florida Department of Transportation (FDOT), District Three, and
Alabama Department of Transportation (ALDOT)

Prepared by:

Emerald Coast Regional Council (ECRC)
Staff to the FL-AL TPO and
HDR Engineering,
General Planning Consultant (GPC)



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Adopted: October 14, 2020
Amendment 1 Adopted: January 13, 2021

INTRODUCTION

Federal and state metropolitan planning regulations require the Florida-Alabama Transportation Planning Organization (FL-AL TPO) develop a regional transportation plan every five years. The 2040 Plan was adopted November 3, 2015. The 2045 Plan was adopted October 14, 2020, and amended January 13, 2021. The Long-Range Transportation Plan (LRTP) defines the 25-year transportation vision for the region (20-year long-term planning horizon plus the current Five Year Plan), establishes goals and objectives that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and objectives. Developing the LRTP is a collaborative effort between the public, local governments, and state and federal partners. The LRTP examines future transportation needs of the region and determines how to best address those needs. The LRTP includes a Needs Plan and a Cost Feasible Plan. The Needs Plan, as its name implies, is a plan that identifies the transportation projects necessary to meet future demands. Projects advanced into the Cost Feasible Plan are based on existing and anticipated funding. The FL-AL 2045 LRTP Update began when the FL-AL TPO approved the Scope of Services on February 13, 2019. The primary tasks were completed as shown below:

GOALS & OBJECTIVES	EVALUATION CRITERIA & FINANCIAL RESOURCES	CONGESTION MANAGEMENT PROCESS	NEEDS PLAN	COST FEASIBLE PLAN
<i>Adopted July 10, 2019</i>	<i>Adopted February 12, 2020</i>	<i>Adopted May 13, 2020</i>	<i>Adopted July 8, 2020</i>	<i>Adopted October 14, 2020; Amended January 13, 2021</i>

The FL-AL TPO LRTP study area includes Escambia and Santa Rosa Counties in Florida, and Baldwin County, Alabama. The Metropolitan Planning Area (MPA) boundary includes the southern portions of Escambia and Santa Rosa Counties, and the southeastern portion of Baldwin County, Alabama. The boundary is determined by the Federal Highway Administration (FHWA) based on the 2010 Census. The 2020 Census may result in updated boundary adjustments.

Emerald Coast Regional Council (ECRC) is one of ten regional planning councils in the state of Florida. ECRC supports northwest Florida by planning for and coordinating intergovernmental solutions to growth-related problems, providing technical assistance to local governments, and meeting the needs of the municipalities in the seven-county region: Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes. For more information about ECRC, and links to the FL-AL TPO, visit: <https://www.ecrc.org>

ECRC serves as staff to the FL-AL TPO. The FL-AL TPO is the local, intergovernmental transportation policy board. The following organizations comprise the TPO Board: Escambia County (5 members), Santa Rosa County (5 members), Baldwin County (1 member), City of Pensacola (5 members), City of Gulf Breeze (1 member), City of Milton (1 member), and the City of Orange Beach (1 member). The FL-AL TPO is required by state and federal law to establish a cooperative, comprehensive, and continuing planning process. The TPO also works to increase safety, security, accessibility, mobility, and connectivity for people and goods. In addition to the TPO board, the Florida-Alabama TPO has a Technical Coordinating Committee (TCC), and the Citizen Advisory Committee (CAC). The TCC is made up of local government staff and other stakeholders. The CAC is comprised of members of the general public who express an interest in transportation planning.

FEDERAL AND STATE REQUIREMENTS

Federal law requires an MPO to address 10 Planning Factors as a part of its planning processes. FHWA identified 17 expectations and emerging issues to be addressed in the LRTP. FDOT identified 3 Planning Emphasis Areas to be addressed in the LRTP. The Final Report discusses how each of these requirements have been incorporated into the LRTP.

The Final Report provides a discussion of key demographic factors that affect transportation needs in the region. Following are some of the summary points.

- Regional population is expected to reach almost 610,000 in year 2045. Baldwin County, Alabama is one of the fastest growing counties in the State of Alabama. In Florida, Santa Rosa County is expanding at a much faster pace than Escambia County in the last three decades.
- Tourism is central to much of the economic and transportation-related activities, where seasonal population can double during in-season peaks in Baldwin County, AL.

While the region has grown considerably, growth rates are generally below state averages. Growth is more robust in Santa Rosa County, FL, and the tourist-oriented areas in Orange Beach, AL. Escambia County is experiencing growth in the northern portion of the TPO area outside of the City of Pensacola in the unincorporated Beulah community. Completion of the master plans in the Beulah area will guide future development in an area that is currently undergoing substantial growth and change largely due to Navy Federal Credit Union headquarters.

GOALS AND OBJECTIVES

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

MISSION: The Florida-Alabama TPO 2045 Long-Range Transportation Plan promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

A TRANSPORTATION SYSTEM THAT:

GOAL A: *Is safe and secure.*

GOAL B: *Meets user needs.*

GOAL C: *Is maintained and operated efficiently.*

GOAL D: *Is multi-modal, integrated, connected, and innovative.*

GOAL E: *Supports and promotes economic vitality.*

GOAL F: *Supports high quality of life respectful of the environment, public health and vulnerable users.*

GOAL G: *Includes consistent, continuing, cooperative and comprehensive planning processes.*

EVALUATION CRITERIA

Evaluation Criteria are derived from the Goals and Objectives to provide an impartial method to evaluate and rank projects in the Long-Range Transportation Plan. The purpose of the Evaluation Criteria is to rank the 2045 Long Range Transportation Plan Needs Plan Projects for consideration in development of the 2045 Long Range Transportation Cost Feasible Plan and Project Priority Rankings.

The Steering Committee guided development of the Evaluation Criteria through two meetings (September, and October 2019) by examining the previous 2040 criteria, and incorporating lessons learned from both the Bay TPO and Okaloosa-Walton TPO from their 2040 Long-Range Transportation Plans. The Evaluation Criteria were approved by the FL-AL TPO and Committees in February 2020, and the results were applied to rank the Needs Plan Projects.

The adopted Evaluation Criteria are based on the same 7 categories as 2040, but additional sub-criteria were added to address new emphasis areas such as intermodal access, military, connectivity, infrastructure, complete streets, rural connectivity, and tourism / recreation. The total number of points were reduced from 570 to 310 points by simplifying the Criteria Rating Scale to a choice of 0 or 1, including the option of half a point for some categories.

ADOPTED EVALUATION CRITERIA

1.	Safety and Security	3 criteria, 3 pts, weighted at 25%	75 pts
2.	User Needs	3 criteria, 3 pts, weighted at 15%	45 pts
3.	Operational and Integrated	6 criteria, 6 pts, weighted at 15%	90 pts
4.	Multi-Modal	2 criteria, 2 pts, weighted at 15%	30 pts
5.	Economic Vitality	3 criteria, 3 pts, weighted at 10%	30 pts
6.	Quality of Life	2 criteria, 2 pts, weighted at 10%	20 pts
7.	Planning Consistency	2 criteria, 2 pts, weighted at 10%	20 pts

NEEDS PLAN

To determine what roadway projects are initially needed, an Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads, within the study area, plus new or expanded (committed) roadways funded for construction between 2015 and 2024. These projects are then coded into the transportation model and the model is run with the updated land use data to determine deficiencies. Deficiencies are based on volume to capacity ratios. The inputs to the model considered local government master plans including the Escambia County Sector Plan, input from the Land Use Subcommittee, and socioeconomic data from various state and local government resources.

The 2045 Long-Range Transportation Plan took a hard look into local and regional planning documents to better understand issues of local importance that have been identified through other efforts. This resulted in several new projects added to the Needs Plan list for 2045. **Approximately 70 new projects were added to the 2045 Needs Plan, not previously included in the 2040 Needs Plan, largely as a result of the in-depth review of local planning documents.** Projects were then mapped into an on-line Geographic Information System (GIS) map for review by the public and the Steering Committee.

The draft 2045 Needs Plan was presented to the Technical Coordinating Committee, the Citizens' Advisory Committee, and the Transportation Planning Organization at their May 2020 meetings and for action at their July 2020 meetings. The FL-AL TPO approved the 2045 Needs Plan as presented and adopted in Resolution FL-AL 20-14 on July 8, 2020. The adopted 2045 Needs Plan addressed most of the deficiencies.

A notable improvement for the 2045 LRTP was the incorporation of an on-line Geographic Information System (GIS) map. The GIS map was used to accomplish multiple objectives in throughout the development of Needs Plan including consideration of environmental resources such as parks, resource agency management areas, and state forests. Also tied to the development of this LRTP, the Regional Rural Plan further mapped other resources such as Environmental Critical Habitat Rivers, Wildlife Corridors, Prime Farmland, State parks and forests, National Parks, and Evacuation Zones (including Coastal High Hazard areas). These layers were used for consideration of Needs Plan projects to help determine if a project would have unnecessary or potential adverse environmental impacts that could be avoided.

THE ADOPTED NEEDS PLAN IS ORGANIZED INTO CATEGORY OF PROJECT TYPE:

PROJECT CATEGORY	# OF PROJECTS	COST OF PROJECTS		
		Florida	Alabama	Total
Capacity Projects ¹	103	\$4,432,539,020	\$452,625,036	\$4,885,164,056
Corridor / Complete Streets Projects ²	36	\$29,670,000	\$ 0	\$29,670,000
Intersection Projects ³	15	\$317,067,883	\$12,859,621	\$329,927,504
Transit Projects ⁴	11	\$13,037,035	\$2,721,250	\$15,758,285
Bicycle / Pedestrian Projects ⁵	88	\$87,555,788	\$2,670,689	\$90,226,476
Totals	253	\$4,879,869,726	\$470,876,596	\$5,350,746,322

¹ See large map on back for Group A: Capacity Projects. ² See large map on back for Group B: Complete Streets / Corridor Study Projects. ³ See large map on back for Group C: Intersection Projects. ⁴ See inset map for Bicycle, Pedestrian, and Transit Projects. ⁵ See inset map for Bicycle, Pedestrian, and Transit Projects.

FINANCIAL RESOURCES

Financial Resources are determined by FDOT and ALDOT.

When this Long-Range Transportation Plan was adopted in October 2020, available funding was presented in terms of Year of Expenditure revenue, but project costs were presented in Present Day Costs. It was determined that an Amendment was required in order to adjust (deflate) the available revenue projection from future, or Year of Expenditure, to Present Day.

Available funding was adjusted to equate Year of Expenditure to Present Day Costs of project estimates. This was accomplished by applying the multipliers from the FDOT Revenue Forecast Guidebook.

AVAILABLE REVENUE	FLORIDA			
	FY26-30	FY31-35	FY36-45	FY26-45
Capacity Projects	\$133,727,273	\$122,870,968	\$193,307,317	\$449,905,558
Corridor / Complete Streets Projects	\$46,053,030	\$42,948,387	\$67,653,659	\$156,655,076
Intersection Projects	\$26,990,000	\$26,990,000	\$53,980,000	\$107,960,000
Transit Projects	\$206,770,303	\$192,809,355	\$314,940,976	\$714,520,634
Bicycle / Pedestrian Projects	\$483,382,000	\$459,508,350	\$1,305,109,401	\$2,247,999,751

AVAILABLE REVENUE	ALABAMA			
	FY26-30	FY31-35	FY36-45	FY26-45
Capacity Projects	\$759,060	\$759,060	\$1,518,120	\$3,036,240
Corridor / Complete Streets Projects	\$333,108	\$333,108	\$666,215	\$1,332,431
Intersection Projects	\$832,310	\$832,310	\$1,664,620	\$3,329,240
Transit Projects	\$1,924,478	\$1,924,478	\$3,848,955	\$7,697,911
Bicycle / Pedestrian Projects	n/a	n/a	n/a	n/a

*For Capacity and Transit, Year of Expenditure (YOE) projections provided in the Revenue Forecast were reduced to Present Day Cost for LRTP Amendment 1 (January 2021).

TIP funding (FY20-25) is reported by project in the LRTP Final Report, Appendix I.

Locally Funded Projects:

- Wolf Bay Bridge from SR 180 to CR 20 (Baldwin County, AL): \$64.8M
- CR 197A (Woodbine Road) from US 90 to Five Points Intersection (Santa Rosa County, FL): \$35M
- Pea Ridge Connector Phase 1 from US 90 to Hamilton Bridge Road (Santa Rosa County, FL): \$14.5M
- Longleaf Drive Phase 1 from Pine Forest Road to East of Wymart Road (Escambia County, FL): \$5.5M
- Navarre Community Access Road from Edgewood Drive to Whispering Pines Road (Santa Rosa County, FL): \$1.3M if Transportation Regional Incentive Program (TRIP) project funded with FDOT.

COST-FEASIBLE PLAN ADOPTION AND AMENDMENT

The final step of the 2045 LRTP is the development of the Cost Feasible Plan. The cost to implement all the projects exceeds the anticipated revenues. As a result, the needs were reduced to a fiscally-constrained plan that is consistent with state and federal regulations, yet meets the needs of the public, stakeholders, and the TPO Board.

The Florida-Alabama TPO, its advisory committees, and the LRTP Steering Committee, along with members of the public, participated in the development of the Cost Feasible Plan through a public workshop, Steering Committee meetings, advisory committee and Board meetings, and a formal public hearing.

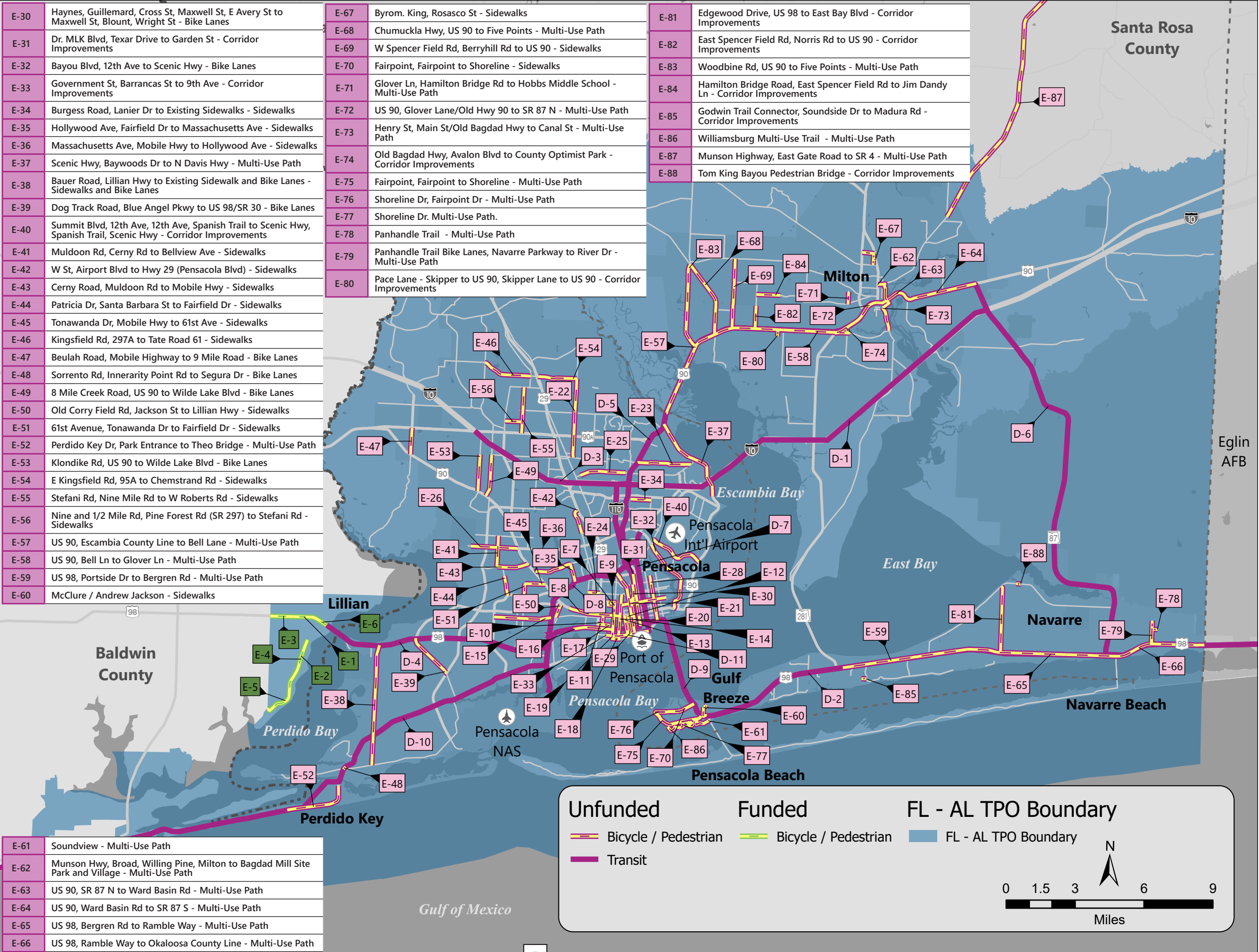
BICYCLE, PEDESTRIAN, AND TRANSIT PROJECTS

D-1	Express Bus - East, Downtown Pensacola to SR 281 & SR 87 via I-10 - Peak Hour Bus Service
D-2	Express Bus - Southeast, Downtown Pensacola to Garcon Point & Navarre via US 98 - Peak Hour Bus Service
D-3	Express Bus - Northwest, Downtown Pensacola to Nine Mile Road via I-10 - Peak Hour Bus Service
D-4	Express Bus - Southwest, Downtown Pensacola to Lillian, AL via US 98 - Peak Hour Bus Service
D-5	Express Bus - Northeast, Downtown Pensacola to Milton via US 90 - Peak Hour Bus Service
D-6	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field), Navarre to Hurlburt Field (Okaloosa County) - Peak Hour Bus Service
D-7	Express Bus - Downtown, Cordova Mall to Downtown Pensacola - Peak Hour Bus Service
D-8	Express Bus - NAS Transit, Multiple to NAS Pensacola, Corry Station - Peak Hour Bus Service
D-9	Express Bus - Pensacola / US 98 / Hurlburt Field, Multiple to Hurlburt Field (Okaloosa County) - Peak Hour Bus Service
D-10	Express Bus (Seasonal) - Orange Beach / Gulf Shores, Multiple to Perdido Key / Orange Beach / Gulf Shores - Peak Hour Bus Service
D-11	Downtown Pensacola Transit & ECAT Hubs, Multiple to Downtown Pensacola - Per CRA Plan - Peak Hour Bus Service
E-1	US 98 / SR 42, Hillcrest Road to Barclay Avenue - Paved shoulders
E-2	CR 99, Carrier Drive to Spanish Cove Drive - Sidewalk
E-3	US 98 / SR 42, CR 191 (Sycamore) to Hillcrest Road - Paved shoulders
E-4	CR 99, Carrier Drive to Spanish Cove Drive - Paved shoulders
E-5	CR 99, CR 91 to Carrier Drive - Paved shoulders
E-6	US 98 / SR 42, Barclay Avenue to Alabama State Line - Paved shoulders
E-7	W. Lee St, N. G St, N. F St, E St, Blount, Blount to J St, Moreno, Moreno - West Moreno
E-8	West Cervantes, A St to Dominguez - Corridor Improvements
E-9	N. E Main St, Garden St to Cervantes St - Corridor Improvements
E-10	L St, West Cervantes to Legion Field Park - Corridor Improvements
E-11	W Gregory St, L St to Pace Blvd - Corridor Improvements
E-12	N. Spring St, Garden St to Main St (South Segment) - Corridor Improvements
E-13	N. Reus St, Cervantes St to Main St - Corridor Improvements
E-14	Palafox St, Fairfield, Cervantes, SB Hayne St, Maxwell, Guillemard St to Main, Yonge, Maxwell, Blunt, Wright St - Corridor Improvements
E-15	Jackson St, Fairfield Dr to New Warrington Rd - Sidewalks
E-16	W Navy Blvd, Bayou Chico Bridge to SR 292/Barrancas Ave - Bike Lanes
E-17	Gregory St, L St to G St - Corridor Improvements
E-18	W. Main St, E St to Clubbs St - Corridor Improvements
E-19	N. E Main St, Main St to Garden St - Corridor Improvements
E-20	A St, Maxwell St to Main St - Corridor Improvements
E-21	Blount St, 20th Ave to A St - Corridor Improvements
E-22	Chemstrand Road, Johnson Ave to Kingsfield Rd - Sidewalks
E-23	Johnson Ave, Davis Hwy to Olive Rd - Sidewalks
E-24	Jordan St, Pace Blvd to W St - Sidewalks
E-25	Olive Rd, RR to existing sidewalks - Sidewalks
E-26	Saufley Field Rd, Mobile Hwy to Saufley Field Gate - Sidewalks
E-27	Scenic Heights Parks & School Connectivity, Not Mapped
E-28	14th Ave, Haynes, Haynes, Cervantes to Bayfront, Cervantes, Gregory - Corridor Improvements
E-29	Spring St, Gregory St to Main St - Corridor Improvements

E-30	Haynes, Guillemard, Cross St, Maxwell St, E Avery St to Maxwell St, Blount, Wright St - Bike Lanes
E-31	Dr. MLK Blvd, Texar Drive to Garden St - Corridor Improvements
E-32	Bayou Blvd, 12th Ave to Scenic Hwy - Bike Lanes
E-33	Government St, Barrancas St to 9th Ave - Corridor Improvements
E-34	Burgess Road, Lanier Dr to Existing Sidewalks - Sidewalks
E-35	Hollywood Ave, Fairfield Dr to Massachusetts Ave - Sidewalks
E-36	Massachusetts Ave, Mobile Hwy to Hollywood Ave - Sidewalks
E-37	Scenic Hwy, Baywoods Dr to N Davis Hwy - Multi-Use Path
E-38	Bauer Road, Lillian Hwy to Existing Sidewalk and Bike Lanes - Sidewalks and Bike Lanes
E-39	Dog Track Road, Blue Angel Pkwy to US 98/SR 30 - Bike Lanes
E-40	Summit Blvd, 12th Ave, 12th Ave, Spanish Trail to Scenic Hwy, Spanish Trail, Scenic Hwy - Corridor Improvements
E-41	Muldoon Rd, Cerny Rd to Bellview Ave - Sidewalks
E-42	W St, Airport Blvd to Hwy 29 (Pensacola Blvd) - Sidewalks
E-43	Cerny Road, Muldoon Rd to Mobile Hwy - Sidewalks
E-44	Patricia Dr, Santa Barbara St to Fairfield Dr - Sidewalks
E-45	Tonawanda Dr, Mobile Hwy to 61st Ave - Sidewalks
E-46	Kingsfield Rd, 297A to Tate Road 61 - Sidewalks
E-47	Beulah Road, Mobile Highway to 9 Mile Road - Bike Lanes
E-48	Sorrento Rd, Innerarity Point Rd to Segura Dr - Bike Lanes
E-49	8 Mile Creek Road, US 90 to Wilde Lake Blvd - Bike Lanes
E-50	Old Corry Field Rd, Jackson St to Lillian Hwy - Sidewalks
E-51	61st Avenue, Tonawanda Dr to Fairfield Dr - Sidewalks
E-52	Perdido Key Dr, Park Entrance to Theo Bridge - Multi-Use Path
E-53	Klondike Rd, US 90 to Wilde Lake Blvd - Bike Lanes
E-54	E Kingsfield Rd, 95A to Chemstrand Rd - Sidewalks
E-55	Stefani Rd, Nine Mile Rd to W Roberts Rd - Sidewalks
E-56	Nine and 1/2 Mile Rd, Pine Forest Rd (SR 297) to Stefani Rd - Sidewalks
E-57	US 90, Escambia County Line to Bell Lane - Multi-Use Path
E-58	US 90, Bell Ln to Glover Ln - Multi-Use Path
E-59	US 98, Portside Dr to Bergren Rd - Multi-Use Path
E-60	McClure / Andrew Jackson - Sidewalks
E-61	Soundview - Multi-Use Path
E-62	Munson Hwy, Broad, Willing Pine, Milton to Bagdad Mill Site Park and Village - Multi-Use Path
E-63	US 90, SR 87 N to Ward Basin Rd - Multi-Use Path
E-64	US 90, Ward Basin Rd to SR 87 S - Multi-Use Path
E-65	US 98, Bergren Rd to Ramble Way - Multi-Use Path
E-66	US 98, Ramble Way to Okaloosa County Line - Multi-Use Path

E-67	Byrom. King, Rosasco St - Sidewalks
E-68	Chumuckla Hwy, US 90 to Five Points - Multi-Use Path
E-69	W Spencer Field Rd, Berryhill Rd to US 90 - Sidewalks
E-70	Fairpoint, Fairpoint to Shoreline - Sidewalks
E-71	Glover Ln, Hamilton Bridge Rd to Hobbs Middle School - Multi-Use Path
E-72	US 90, Glover Lane/Old Hwy 90 to SR 87 N - Multi-Use Path
E-73	Henry St, Main St/Old Bagdad Hwy to Canal St - Multi-Use Path
E-74	Old Bagdad Hwy, Avalon Blvd to County Optimist Park - Corridor Improvements
E-75	Fairpoint, Fairpoint to Shoreline - Multi-Use Path
E-76	Shoreline Dr, Fairpoint Dr - Multi-Use Path
E-77	Shoreline Dr. Multi-Use Path.
E-78	Panhandle Trail - Multi-Use Path
E-79	Panhandle Trail Bike Lanes, Navarre Parkway to River Dr - Multi-Use Path
E-80	Pace Lane - Skipper to US 90, Skipper Lane to US 90 - Corridor Improvements

E-81	Edgewood Drive, US 98 to East Bay Blvd - Corridor Improvements
E-82	East Spencer Field Rd, Norris Rd to US 90 - Corridor Improvements
E-83	Woodbine Rd, US 90 to Five Points - Multi-Use Path
E-84	Hamilton Bridge Road, East Spencer Field Rd to Jim Dandy Ln - Corridor Improvements
E-85	Godwin Trail Connector, Soundside Dr to Madura Rd - Corridor Improvements
E-86	Williamsburg Multi-Use Trail - Multi-Use Path
E-87	Munson Highway, East Gate Road to SR 4 - Multi-Use Path
E-88	Tom King Bayou Pedestrian Bridge - Corridor Improvements



The Cost Feasible Plan includes these funding sources: Alabama, Local, Strategic Intermodal System (SIS), and Non-SIS. The development of the Cost Feasible Plan included different non-SIS scenarios: (1) Non-SIS Priorities, (2) application and ranking by the adopted Evaluation Criteria, and (3) Multi-Modal emphasis. Based on input from the Steering Committee, a fourth hybrid non-SIS option was developed for approval.

The 2045 Cost Feasible Plan was presented to the TPO and Committees in September and October 2020, and approved on October 14, 2020 by Resolution FL-AL 20-24.

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.

Following adoption, changes were required which resulted in the first Amendment. Amendment 1 adjusted (deflated) available revenue from Future Year to Current Year. The FL-AL TPO approved the 2045 Cost Feasible Plan Amendment 1 at the January 13, 2021 TPO Meeting by Resolution FL-AL 21-04.

In addition to the projects in the Cost Feasible Plan shown in the map, the following funding was allocated:

- Regional Intelligent Transportation System (ITS) / Advanced Traffic Management System (ATMS) and Traffic Signal Coordination: \$61M (includes Traffic Signal Coordination at \$500K/year for 5 years).
- Corridor Management Complete Streets Studies - \$3M for Corridor Management / Complete Streets Studies at \$150K/year for 20 years.
- Corridor Management Complete Streets Projects - \$30M for Corridor Management / Complete Streets Projects at \$1.5M/year for 20 years.
- Public Transportation Capital Improvements - \$6M for Public Transportation Capital Improvement projects at \$300K/year for 20 years.
- Bicycle / Pedestrian Improvements - \$7M for bicycle / pedestrian improvement projects at \$350K/year for 20 years.
- Regional Trails - \$4M for regional trail projects at \$200K/year for 20 years.

WHAT'S NEXT?

In the year of preparation of this document (2020), society experienced an unprecedented global pandemic, the ramifications of which are not fully understood in terms of how it will affect and re-shape the transportation needs, available revenue, and funding going forward.

Will society continue to operate at reduced travel demands because we have learned to work in a virtual environment?

How will the reduction of travel and the funding loss from the gasoline tax affect future funding levels? Will this shift further prepare us to embrace emerging technology and move away from the internal combustion engine to electric vehicle options?

Will public transit and shared-use vehicles become more in demand, or less in demand as people seek to minimize physical contact?

Coupled with planning for sea level rise, potentially stronger hurricanes, more severe / extreme weather events, and other ramifications of climate change, these and other questions will continue to demand resiliency in transportation planning going forward due to the TPO proximity to the Gulf Coast. Project issues to consider for future L RTPs include water transportation, TPO boundary changes in response to the 2020 Census, the emerging Mega Region, and aspirational projects.

More Information

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) welcomes your input, questions, and comments on the 2045 Long Range Transportation Plan and other planning activities of the TPO. The TPO's website contains information related to the Plan Update as well as other TPO documents.

For more information: <https://www.ecrc.org>
Mr. Gary Kramer, LRTP Manager

(850) 332-7976 x219

gary.kramer@ECRC.org

A-1	US 90A (W. Nine Mile Road), US 90 (Mobile Hwy) to SR 99 (Beulah Road) - 6 Lanes of Capacity
A-2	US 90A (W. Nine Mile Road), SR 99 (Beulah Road) to SR 297 (Pine Forest Road) - 6 Lanes of Capacity
A-3	SR 297 (Pine Forest Road), I-10 (SR 8) to Nine Mile Road - 4 Lanes of Capacity
A-4	SR 297 (Pine Forest Road), Nine Mile Road to CR 297A - 4 Lanes of Capacity
A-5	SR 99 (Beulah Road), Nine Mile Road to I-10 New Interchange - 4 Lanes of Capacity
A-6	US 29 Connector West Bypass [Segment 1], Muscogee Road to I-10 New Interchange - 4 Lanes of Capacity
A-7	US 29 Connector West Bypass [Segment 2], US 29 (SR 95) to Muscogee Road - 4 Lanes of Capacity
A-8	SR 292 (Sorrento Road), CR 292A (Innerarity Point Rd) / Gulf Beach Hwy) to SR 173 (S. Blue Angel Parkway) - 4 Lanes of Capacity
A-9	SR 292 (Sorrento Rd / Gulf Beach Hwy), SR 173 (S. Blue Angel Parkway) to SR 272 (Fairfield Drive) - 4 Lanes of Capacity
A-10	SR 292 (Gulf Beach Hwy), SR 727 (S. Fairfield Dr) to SR 295 (Navy Blvd) - 4 Lanes of Capacity
A-11	SR 742 (W. Burgess Road), US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road - 4 Lanes of Capacity
A-12	US 90, Scenic Highway to Escambia River Bridge (Santa Rosa Line) - 6 Lanes of Capacity
A-13	US 90, Escambia River Bridge (Santa Rosa Line) to Simpson River Bridge - 6 Lanes of Capacity
A-14	US 90, Simpson River Bridge to Third Avenue - 6 Lanes of Capacity
A-15	US 90, Third Avenue to CR 197A Bell Lane - 6 Lanes of Capacity
A-16	US 90, CR 197A Bell Lane to Glover Lane - 6 Lanes of Capacity
A-17	US 90, Glover Lane to SR 87 N (Stewart Street) - 6 Lanes of Capacity
A-18	US 90 (Caroline Street), SR 87 N (Stewart Street) to CR 89 (Ward Basin Road) - 4 Lanes of Capacity
A-19	US 90 (Caroline Street), CR 89 (Ward Basin Road) to SR 87 S - 4 Lanes of Capacity
A-20	SR 87A New Connector, US 90 to CR 191 (Munson Hwy) - 4 Lanes of Capacity New Road
A-21	SR 87A New Connector, CR 191 (Munson Hwy) to SR 87N - 4 Lanes of Capacity New Road
A-22 (SIS)	SR 173 (S. Blue Angel Parkway) [SIS], SR 292 (Gulf Beach Highway) / Sorrento Road to US 98 - 4 Lanes of Capacity
A-23 (SIS)	I-10 [SIS], Alabama State Line to SR 99 (Beulah Road) Overpass - 4 Lanes of Capacity
A-24 (SIS)	I-10 [SIS], SR 99 (Beulah Road) Overpass to US 90 (Nine Mile Road) - 6 Lanes of Capacity
A-25 (SIS)	I-10 [SIS], US 90 (Nine Mile Road) to US 29 (SR 95) - 6 Lanes of Capacity
A-26 (SIS)	I-10 [SIS], SR 281 (Avalon Boulevard) to SR 87 South - 6 Lanes of Capacity
A-27 (SIS)	I-10 [SIS], SR 87 South to Okaloosa County Line - 6 Lanes of Capacity
A-28 (SIS)	US 98 (Gulf Breeze Parkway) [SIS], Bayshore Drive to Portside Drive - 6 Lanes of Capacity
A-29 (SIS)	US 98 (Gulf Breeze Parkway) [SIS], Portside Drive to Bergen Road - 6 Lanes of Capacity
A-30 (SIS)	US 98 (Gulf Breeze Parkway) [SIS], Bergen Road to Ramble Bay Lane - 6 Lanes of Capacity
A-31 (SIS)	US 98 (Gulf Breeze Parkway) [SIS], Ramble Bay Lane to Ortega Street - 6 Lanes of Capacity
A-32 (SIS)	US 98 (Gulf Breeze Parkway) [SIS], Ortega Street to Okaloosa County Line - 6 Lanes of Capacity
A-33	SR 727 (W. Fairfield Dr.), US 90 (Mobile Hwy) to SR 298 (Lillian Hwy) - 4 Lanes of Capacity
A-34	SR 727 (N. Fairfield Dr.), SR 298 (Lillian Hwy) to US 98 - 4 Lanes of Capacity
A-35	CR 197 (Chumuckla Hwy), US 90 to Five Points Intersection - 4 Lanes of Capacity
A-36	CR 184A (Berryhill Rd), Five Points Intersection to W Spencer Field Rd - 4 Lanes of Capacity
A-37	CR 197A (Woodbine Road), US 90 to Five Points Intersection - 4 Lanes of Capacity
A-38	Pea Ridge Connector Phase 1, US 90 to Hamilton Bridge Road - 4 Lanes of New Capacity
A-39	Pea Ridge Connector Phase 2, Hamilton Bridge Road to CR 191 (Willard Norris Road) - 4 Lanes of New Capacity
A-40	Navarre Community Access Road, Edgewood Drive to Whispering Pines Boulevard - 2 Lanes of New Capacity
A-41	AL Cross Island Connector (Foley Beach Ext.), SR 180 (Canal Road) to SR 182 (Perdido Beach Boulevard) - 4 Lanes of Capacity
A-42	AL SR 180 (Canal Road), SR 161 (Orange Beach Boulevard) to Wilson Boulevard - 3 Lanes Capacity
A-43	AL Wolf Bay Bridge, SR 180 (Canal Road) to CR 20 / Harpoon Drive - New 2 Lane Bridge and Connecting Roads
A-44	AL SR 180 (Canal Road), SR 59 to Foley Beach Express - 5 Lanes of Capacity
A-45	Waterways North Project, North of CR 4 (Cotton Creek Drive) to Foley Beach Express - New 2 Lane Facility
A-46	Waterways South Project and Bridge, SR 180 (Canal Road) to North of CR 4 (Cotton Creek Drive) - New 2 Lane Bridge and Connecting Roads
A-47	AL Traffic Operations Center, Not mapped
A-48	AL CR 83 (Baldwin Beach Express) Extension from I-10 to I-65 (not mapped)
A-49	US 90, Us 90 / US 98 Connector to Florida/Alabama State Line - 4 Lanes of Capacity
A-50	US 90 (Mobile Hwy), Florida / Alabama State Line to Mobile Highway / US 90 - 4 Lanes of Capacity
A-51	US 90 / US 98 New Connector, US 98 (SR 30) to US 90 (SR 10) - New 2 Lane Facility
A-52	US 98, US90/US98 Connector (AL) to Florida/Alabama Line (over Perdido Bay) - 4 Lanes of Capacity
A-53	US 90 (Mobile Hwy), SR 295 (New Warrington Rd) to SR 297 (Pine Forest Road) - 6 Lanes of Capacity
A-54	US 90A (E. Nine Mile Road), US 29 (SR 95) to University Parkway - 6 Lanes of Capacity
A-55	US 90A (E. Nine Mile Road), University Parkway to SR 291 (Davis Highway) - 6 Lanes of Capacity
A-56	US 90A (E. Nine Mile Road), SR 291 (Davis Highway) to US 90 (Scenic Highway) - 6 Lanes of Capacity
A-57	SR 289 (Ninth Avenue), SR 296 (Bayou Blvd) to CR 290 (Olive Road) - 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange
A-58	SR 173 (N. Blue Angel Parkway), US 98 to SR 296 (Saulfey Field Road) - 4 Lanes of Capacity
A-59	SR 173 (N. Blue Angel Parkway), SR 296 (Saulfey Field Road) to SR 297 (Pine Forest Road) - 4 Lanes of Capacity
A-60	SR 292 (Perdido Key Drive) Thru Baars ICWW Bridge, South end of the ICWW Bridge to CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd) - 4 Lanes of Capacity and Bridge Replacement
A-61	US 98 - East end of Lillian Bridge to CR 297 (Dog Track Road) / US 98 - 4 Lanes of Capacity
A-62	US 98 - CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy) to SR 173 (S. Blue Angel Parkway) - 4 Lanes of Capacity
A-63	US 98 - SR 173 (N. Blue Angel Parkway) to SR 727 (S. Fairfield Dr) - 6 Lanes of Capacity
A-64	US 98 - SR 727 (S. Fairfield Dr) to SR 295 (N. Navy Blvd) - 6 Lanes of Capacity and Access Improvements to Carry Station
A-65	US 98 (Lillian Hwy), East end of Lillian Bridge to West end of Lillian Bridge - 4 Lanes of Capacity and Bridge Replacement
A-66	SR 298 (Lillian Hwy), SR 295 (N New Warrington Rd) to US 98 / US 90 (Mobile Hwy) - 4 Lanes of Capacity
A-67	SR 298 (Lillian Hwy), SR 295 (N New Warrington Rd) to SR 173 (N. Blue Angel Parkway) - 4 Lanes of Capacity
A-68	SR 298 (Lillian Hwy), SR 173 (N. Blue Angel Parkway) to CR 297 (Dog Track Road) / US 98 (Lillian Hwy) - 4 Lanes of Capacity
A-69	SR 173 (S. Blue Angel Parkway), SR 292 (Gulf Beach Highway) / Sorrento Road to SR 292A (Gulf Beach Hwy) - Dedicated truck access to NAS West Gate
A-70	SR 292 (Gulf Beach Highway) at West Gate - SR 292 (Gulf Beach Highway) at West Gate to SR 292 (Gulf Beach Highway) at West Gate - Dedicated truck access to NAS West Gate
A-71	SR 296 (Saulfey Field Road), US 90 (Mobile Hwy) to SR 173 (N. Blue Angel Parkway) - 4 Lanes of Capacity
A-72	SR 296 (Saulfey Field Rd), SR 173 (N. Blue Angel Parkway) to Saulfey Field Entrance - 4 Lanes of Capacity and access improvements to Saulfey Field
A-73	SR 295 (N. New Warrington Rd), US 98 to US 90 (Mobile Hwy) - 6 Lanes of Capacity
A-74	SR 727 (S. Fairfield Dr.), US 98 to SR 292 (Gulf Beach Hwy) - 4 Lanes of Capacity

A-75	CR 453 (North W. Street), SR 296 (Beverly Parkway) to SR 750 (W. Airport Blvd) - 4 Lanes of Capacity
A-76	Well Line Road, US 29 to CR 97 (Jacks Branch) - New 2 Lane Facility
A-77	Kingsfield Road, CR 97 W to SR 99 (Beulah Road) - New 2 Lane Facility
A-78	Quintette Road, US 29 to CR 97 (Jacks Branch) - New 2 Lane Facility
A-79	I-10 new overpass, Frank Reeder Road to Devine Farm Road - New Overpass (no interstate access)
A-80	US 90A (W. Nine Mile Road), SR 297 (Pine Forest Road) to US 29 (SR 95) - 6 Lanes of Capacity
A-81	Muscogee Road Reconstruction, SR 99 (Beulah Road) to US 29 (SR 95) - Reconstruction (widening, shoulder improvements)
A-82	US 29 Connector East Bypass / CR 184 Quintette Rd, US 29 (SR 95) to CR 197 Chumuckla Hwy / Five Points - 4 Lanes of Capacity
A-83	US 29, Nine 1/2 Mile Road to State Line - 6 Lanes Capacity
A-84	Truck Parking, FDOT truck weigh station on US 29 near Pin oak Ln to FDOT truck weigh station on US 29 near Pin oak Lane - Commercial truck parking
A-85	Becks Lake Road RR Crossing, US 29 to Becks Lake Road - Railroad Overpass
A-86	US 29 RR Crossing, US 29 to Muscogee Road - Railroad Overpass
A-87	SR 296 (Brent Lane), I-110 to US 29 (N. Palafox St) - 6 Lanes of Capacity
A-88	Greenbrier Blvd Extension, E. Ten Mile Road / Guidy Lane to Campus Drive on University of West Florida (UWF) - 2 Lanes of Capacity
A-89	CR 749 (Chemstrand Road), Nine Mile Road to Old Chemstrand Road - 4 Lanes of Capacity
A-90	Port Main Gate Relocation, E. Main Street and SR 196 (Bayfront Parkway) to E. Main Street and SR 196 (Bayfront Parkway) - Port access relocation
A-91	SR 750 (Airport Boulevard) at RR Crossing, SR 750 (Airport Boulevard) at RR Crossing to SR 750 (Airport Blvd) at RR Crossing - Railroad Overpass
A-92	CR 191B (Sterling Way), CR 197A (Bell Lane) to Avalon Boulevard (SR 281) - 4 Lanes of Capacity
A-93	CR 197A (Bell Lane), CR 191B (Sterling Way) to US 90 - 4 Lanes of Capacity
A-94	Watkins Street Extension, US 90 (SR 10) to Sterling Way - Improved/New 2 Lane Facility
A-95	SR 399 (Navarre Beach Causeway), US 98 to SR 399 (Gulf Boulevard) - 4 Lanes of Capacity and Bridge Replacement
A-96	Navarre Bridge Realignment, SR 87 to SR 399 (Navarre Beach Causeway) - Bridge Realignment
A-97	E. Spencer Field Road, US 90 to Hamilton Bridge Road - 4 Lanes of Capacity
A-98	Panhandle Trail Drive, US 98 to East River Drive - Enhanced 2 Lane Facility
A-99	CR 197 (Chumuckla Hwy), Five Points Intersection to Smyer Drive - 4 Lanes of Capacity
A-100	Daniel Street, Shoreline Drive to US 98 (Gulf Breeze Pkwy) - 4 Lanes of Capacity
A-101	SR 87, US 90 via SR 87A New Connector to FL / AL State Line - 4 Lanes of Capacity
A-102	Longleaf Drive, SR 297 (Pine Forest Road) to Wymart Road - Capacity
A-103	Regional Advanced Traffic Management System (ATMS), Multiple Locations (not mapped)
B-1	US 90 (W. Cervantes St), Domingues St to A Street - Road Diet
B-2	US 90 (W. Cervantes St, and E. Cervantes St), A St. to I-110 - Corridor Management Plan/Complete Streets Study
B-3	CR 298 (W. Jackson St), SR 727 (N. Fairfield Dr) to A Street - Corridor Study in Conjunction with W. Cervantes Road Diet Study
B-4	W. Main Street, Barrancas Avenue to S. Clubbs Street - Corridor Management Plan/Complete Streets Study
B-5	Davis Hwy / Martin Luther King Two-Way Conversion, E. Wright Street to SR 295 (E. Fairfield Dr) - Two-Way Restoration
B-6	SR 196 (Main Street / Bayfront Parkway), Alcaniz Street to US 98 / E. Chase Street - Corridor Management Plan/Complete Streets Study (maintain Port linkage)
B-7	SR 289 (Ninth Avenue), SR 196 (Bayfront Parkway) to SR 296 (Brent Lane) - Corridor Mgmt. Plan/Complete Streets Study
B-8	Pinestead-Longleaf Connector, Pinestead-Longleaf Connector from Wymart Road to US 29 - Corridor Management Plan/Complete Streets Study
B-9	SR 742 (Creighton Road), Forest Glen Drive (east of 9th Ave) to US 90 (Scenic Highway) - Corridor Management Plan/Complete Streets Study
B-10	US 98 (W. Navy Blvd), SR 295 (N. Navy Blvd) to SR 453 (N. W. Street) - Project is in Design to redesign as Complete Street
B-11	SR 292 (Barrancas Avenue), SR 292 (S. Pace Blvd) to US 98 (Garden Street) - Corridor Management Plan/Complete Streets Study
B-12	SR 292 (Barrancas Avenue), Old Barrancas Avenue to SR 295 (S. Navy Blvd) - Corridor Management Plan/Complete Streets Study
B-13	CR 296A (Marlane Drive / Cerney Rd), US 90 (Mobile Hwy) to SR 173 (N. Blue Angel Parkway) - Corridor Management Plan/Complete Streets Study
B-14	Patricia Drive, CR 296A (Marlane Drive / Cerney Rd) to SR 727 (W. Fairfield Drive) - Corridor Management Plan/Complete Streets Study
B-15	SR 295 (W. Fairfield Dr.), SR 295 (New Warrington Road) to SR 292 (N. Pace Blvd) - Corridor Management Plan/Complete Streets Study
B-16	SR 295 (W. Fairfield Dr.), SR 292 (N. Pace Blvd) to US 29 (N. Palafox St) - Corridor Management Plan/Complete Streets Study
B-17	SR 295 (E. Fairfield Dr.), US 29 (N. Palafox St) to SR 291 (N. Davis Hwy) - Corridor Management Plan/Complete Streets Study
B-18	7th Avenue, US 98 / Bayfront Parkway to US 90 (E. Cervantes) - Corridor Management Plan/Complete Streets Study
B-19	SR 296 (Beverly Pkwy / W. Michigan Ave), US 29 (N. Palafox St) to US 90 (Mobile Hwy) - Corridor Management Plan/Complete Streets Study
B-20	Massachusetts Avenue, US 90 (Mobile Hwy) to SR 292 (N. Pace Blvd) - Corridor Management Plan/Complete Streets Study
B-21	W. Jordan Street, N. E Street to US 29 (N. Palafox St) - Corridor Study - Maxwell / Jordan two-way conversion
B-22	Fort Pickens Road, SR 399 (Via de Luna Drive) to Gulf Islands National Seashore Boundary - Corridor Management Plan/Complete Streets Study
B-23	Port Access to/from I-110 for port freight vehicles, Port of Pensacola to Port of Pensacola - Access Improvements to/from I-110 for port freight vehicles (part of Bayfront Corridor)
B-24	SR 295 (Navy Boulevard) [N and S segments], SR 295 (New Warrington Road) to Bayou Grande Bridge / Duncan Road / NAS Entrance - Corridor Management Plan/Complete Streets Study
B-25	Frank Reeder Road / Devine Farm Road, SR 99 (Beulah Road) to CR 97 - Corridor Management Plan/Complete Streets Study
B-26	US 90 (Scenic Highway), SR 742 (Creighton Road) to SR 291 (N. Davis Hwy) / US 90 - Corridor Management Plan/Complete Streets Study
B-27	SR 292 (Pace Boulevard), South of W. McLeod Street to US 29 - Corridor Management Plan/Complete Streets Study
B-28	Garden Street, W Street to Alcaniz Street - Corridor Management Plan/Complete Streets Study

B-29	14th Avenue, Cervantes Street to Bayfront Parkway - Corridor Management Plan/Complete Streets Study
B-30	Gregory Street, I-110 to Bayfront Parkway - Corridor Management Plan/Complete Streets Study
B-31	Chase Street, I-110 to Bayfront Parkway - Corridor Management Plan/Complete Streets Study
B-32	CR 95A, I-10 to US 29 - Corridor Management Plan/Complete Streets Study
B-33	SR 399 (Gulf Boulevard) on Navarre Beach, SR 399 (Navarre Beach Causeway) to Gulf Islands National Seashore Boundary - Corridor Management Plan/Complete Streets Study
B-34	US 98 (Gulf Breeze Parkway), CR 30A (Shoreline Drive) to Gulf Islands National Seashore Boundary - Corridor Management Plan/Complete Streets Study
B-35	US 98 (Gulf Breeze Parkway), Fairpoint Drive to CR 30A (Shoreline Drive) - Corridor Management Plan/Complete Streets Study (school access)
B-36	CR 191 (Munson Highway), SR 87 (Stewart Street) to TPO Boundary - Corridor study for multi modal improvements requested by NAS Whiting Field
C-1 (SIS)	I-10 at SR 99 (Beulah Road) [SIS], I-10 at SR 99 (Beulah Road) to I-10 at (SR 99) Beulah Road - New Interchange
C-2 (SIS)	I-10 at US 29 [SIS], I-10 at US 29 to I-10 at US 29 - Intersection Improvement
C-3 (SIS)	I-10 at SR 297 (Pine Forest Road) [SIS], I-10 at SR 297 (Pine Forest Road) to I-10 at SR 297 (Pine Forest Road) - Diverging Diamond Interchange
C-4 (SIS)	I-10 at US 90 (Nine Mile Road) [SIS], I-10 at US 90 (Nine Mile Road) to I-10 at US 90 (Nine Mile Road) - Diverging Diamond Interchange
C-5	AL SR 180 (Canal Road Bypass), SR 180 (Canal Road) to SR 161 (Orange Beach Blvd) - Intersection Improvement
C-6	SR 289 (Ninth Avenue)/Langley/Tippen, SR 289 (Ninth Avenue)/Langley/Tippen to SR 289 (Ninth Avenue)/Langley/Tippen - Intersection Improvement
C-7	AL Foley Beach Express, Foley Beach Express to at Canal Road - Grade Separation
C-8	AL SR 161 & SR 180 (Major Intersection Improvements), SR 161 (Orange Beach Boulevard) to SR 180 (Canal Road) - Intersection Improvement
C-9	I-10 @ SR 289 (Ninth Avenue), I-10 @ SR 289 (Ninth Avenue) to I-10 @ SR 289 (Ninth Avenue) - New Interchange
C-10	US 98 at SR 295 (Navy Blvd), US 98 at SR 295 (Navy Blvd) to US 98 at SR 295 (Navy Blvd) - Intersection Improvement
C-11	Pensacola Beach Roundabouts (two), SR 399 (Via de Luna Drive) to Ft Pickens Rd & Casino Beach access road - Roundabout
C-12	Perdido Key Dr and Johnson Beach Rd, Perdido Key Drive to Johnson Beach Road - Roundabout
C-13	US 98 (Gulf Breeze Parkway) at SR 399 Overpass, US 98 (Gulf Breeze Parkway) at SR 399 Overpass to US 98 (Gulf Breeze Parkway) at SR 399 Overpass - Intersection Improvement
C-14	CR 399 (East Bay Boulevard), Edgewood Drive to Edgewood Drive - Roundabout
C-15	CR 399 (East Bay Boulevard), Andorra Street to Andorra Street - Roundabout

