Florida-Alabama TPO
Transportation Planning Organization

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

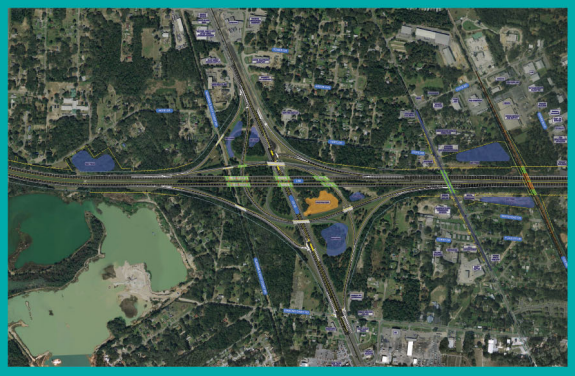
EMERALD COAST REGIONAL COUNCIL











2050

Florida-Alabama Transportation Planning Organization

LONG RANGE TRANSPORTATION PLAN UPDATE

Adopted: August 13, 2025

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, the Alabama Department of Transportation and local participating governments, in partial fulfillment of Task C.2 of the Unified Planning Work Program (UPWP). This document does not necessarily reflect the official views or policies of the U.S. Department of Transportation.

2050

Florida-Alabama

Transportation Planning Organization

LONG-RANGE TRANSPORTATION PLAN UPDATE

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

Prepared by
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Supporting Documents

The following technical reports and support documents are published on the ECRC web page: [1]

- Scope of Services (November 8, 2023)
- Public Involvement Plan (April 10, 2024)
- Goals and Objectives (April 10, 2024)
- Financial Resources (December 11, 2024)
- Evaluation Criteria (December 11, 2024)
- Congestion Management Process (December 11, 2024)
- Needs Plan (May 14, 2025)
- Cost Feasible Plan (August 13, 2025)
- Systems Performance Report (August 14, 2025)
- Northwest Florida Regional Transportation Model Validation Report (November 2024)
- Northwest Florida Regional Transportation Model Socioeconomic Data Report (November 2024).

[1] https://ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/2050_lrtp_documents.php

Abbreviations

A
AADT - Annual Average Daily Traffic
ACES - Automated, Connected, Electric, and Shared-Use Vehicles
ACS – American Community Survey
ADA – Americans with Disabilities Act
ALDOT – Alabama Department of Transportation
ATMS – Advanced Traffic Management System
AV – Automated Vehicle

B
BIL – Bipartisan Infrastructure Law
BRATS – Baldwin Regional Area Transit System

C
3-C – Continuing, Comprehensive and Cooperative
CAC – Citizens Advisory Committee
CFR – Code of Federal Regulations
CR – County Road
CST – Construction
CEI – Construction Engineering Inspection
CTC - Community Transportation Coordinator
CV – Connected Vehicle

D
DB – Design - Build
DCFC – Direct Current Fast Charging
DoD – U.S. Department of Defense (War)
DOT – U.S. Department of Transportation

E
ECAT – Escambia County Area Transit
ECRC – Emerald Coast Regional Council
EJ – Environmental Justice
EIS – Environmental Impact Statement
EO – Executive Order
EST – Environmental Screening Tool
ETAT – Environmental Technical Advisory Team
ETDM – Efficient Transportation Decision Making
ENV – Environmental
EV – Electric Vehicle

F
FAST Act – Fixing America's Surface Transportation Act
FDACS – FL Department of Agriculture and Consumer Services
FDEP – FL Department of Environmental Protection
FDOT – FL Department of Transportation
FEGN – FL Ecological Greenways Network
FGTS – FL Greens and Trails System
FHWA – Federal Highway Administration
FL-AL – Florida-Alabama
FLMA – Federal Land Management Agency
FR – *Federal Register*
FS – FL Statutes (or F.S.)
FTA – Federal Transit Administration
FTP – FL Transportation Plan
FY – Fiscal Year

G
GARVEE – Grant Anticipation Revenue Vehicle
GIWW – Gulf Intracoastal Waterway
GPC – General Planning Consultant

H
HOME – Home Investment Partnership Program (US HUD)
HSIP – Highway Safety Improvement Program
HUD – US Department of Housing and Urban Development

I
ITS – Intelligent Transportation System

J
JLUS – Joint Land Use Study

K
KPI – Key Performance Indicator

L
LRTP – Long-Range Transportation Plan

M
MaaS – Mobility as a Service
MAF – Military Access Facility
MAP-21 – Moving Ahead for Progress in the 21st Century
MIRR – Military Installation Resilience Review
MOD – Mobility on Demand
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
MPOAC - Metropolitan Planning Organization Advisory Council

N
NAS – Naval Air Station
NEPA – National Environmental Policy Act
NHS – National Highway System
NPS – National Park Service
NHTSA – National Highway Traffic Safety Administration

P
PD&E – Project Development and Environment (FDOT)
PDC – Present Day Cost
PE – Preliminary Engineering
PEA – Planning Emphasis Area
PEL – Planning and Environmental Linkages
PNS – Pensacola International Airport
PPBEP – Pensacola and Perdido Bay Estuary Program
PPP – Public Participation Plan

R
R/W – Right-of-Way (also ROW)
RESTORE – Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act
RTMC – Regional Transportation Management Center

S
§ - section or paragraph
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHIP – State Housing Initiatives Partnership
SHSP – Strategic Highway Safety Plan
SIS – Strategic Intermodal System
SR – State Road (or S.R.)
SRPP – Strategic Regional Policy Plan
SS4A – Safe Streets and Roads for All
STIP – State Transportation Improvement Program
STRACNET – Strategic Rail Corridor Network
STRAHNET – Strategic Highway Network
STTF – State Transportation Trust Fund
SUN – Shared-Use Non-Motorized Trail Program (FDOT)

SWIM – Surface Water Improvement and Management

T
TA – Transportation Alternatives
TCC – Technical Coordinating Committee
TD - Transportation Disadvantaged
TDP - Transportation Development Plan
TIP – Transportation Improvement Program
TMA – Transportation Management Area
TPO – Transportation Planning Organization
TRIP – Transportation Regional Incentive Program
TSM – Transportation Systems Management
TSM&O – Transportation Systems Management and Operations

U
UPWP – Unified Planning Work Program
US – United States (or U.S.)
USACE – US Army Corps of Engineers
U.S.C. – United States Code (or USC)
UWF – University of West Florida

V
VMT – Vehicle Miles Travelled

W
WMD – Water Management District

Y
YOE – Year of Expenditure

1 Introduction

The federal requirement for urban transportation planning emerged during the early 1960's. The Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. The Federal Aid Highway Act required, as a condition attached to federal transportation financial assistance, that transportation projects in urban areas of 50,000 or more in population be based on a continuing, comprehensive and cooperative (3-C) planning process.

By 1965, all existing urban areas had an urban transportation planning process underway. However, qualified planning agencies to conduct the transportation planning process were lacking in many urban areas. Therefore, the Bureau of Public Roads (now the Federal Highway Administration) required the creation of planning agencies or organizational arrangements that would be capable of carrying out the required 3-C planning process. As a result, Metropolitan Planning Organizations (MPOs), or Transportation Planning Organizations (TPOs) quickly came into being because of the growing emphasis of the highway program and the federal funding of the planning process.

There are currently 27 TPOs in Florida and 14 TPOs in Alabama. The Florida-Alabama TPO is in the Northwest Florida and Southwest Alabama region of the United States. The region from Mobile, Alabama to Tallahassee, Florida consists of five International Airports, four deep water ports, five railroads, one major east-west Interstate (I-10), and six TPOs.

The Florida-Alabama TPO was created after the 1970 Census. It became a Transportation Management Area (TMA), urban areas greater than 200,000 population, after the 1980 Census. The Lillian portion of Alabama became part of the Florida-Alabama TPO after the 2000 Census; whereas, the Orange Beach area of Alabama was included in the Florida-Alabama TPO after the 2010 Census.

Federal and state metropolitan planning regulations require the Florida-Alabama Transportation Planning Organization (FL-AL TPO) to develop a regional transportation plan every five years. The 2045 Plan was adopted October 14, 2020. The 2050 Plan was adopted August 13, 2025. The resolution is provided in **Appendix A**. The Long-Range Transportation Plan (LRTP) defines the 20-year transportation vision for the region, establishes goals and strategies that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and strategies.

1.1 Emerald Coast Regional Council

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.

1.2 Florida-Alabama Transportation Planning Organization

The Florida-Alabama Transportation Planning Organization (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. ECRC serves as staff to the FL-AL TPO. 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.

For more information about ECRC, and links to the FL-AL TPO, visit:
https://www.ecrc.org

1.3 LRTP Process and Products

The Long-Range Transportation Plan (LRTP) is a blueprint for maintaining and enhancing the regional transportation system. The LRTP identifies roadway, transit, bicycle and pedestrian, intelligent transportation systems (ITS), and other improvements needed over the next 25 years in accordance with federal and state requirements (**Appendix B**). 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 2050 LRTP Update began when the FL-AL TPO approved the Scope of Services on November 8, 2023. The 2050 LRTP consists of eight 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

For supporting LRTP documents, visit the
FL-AL TPO 2050 LRTP web page
accessible from:
https://www.ecrc.org

1.3.1 LRTP Amendment and Modification Process

The *FDOT MPO Program Management Handbook* (May 2025)[2] defines the process for revising the LRTP, either by administrative modification, or amendment.

- A ***modification*** is a minor revision to the LRTP (or TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. If applicable, an administrative modification does not require public review and comment, demonstration of fiscal constraint, or a conformity determination [*Handbook*, section 4.3.1.2].

- An ***amendment*** is a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP, that involves a major change to a project included in a LRTP, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment requires public review and comment, demonstration of fiscal constraint, or a conformity determination, if applicable [*Handbook*, section 4.3.1.3].

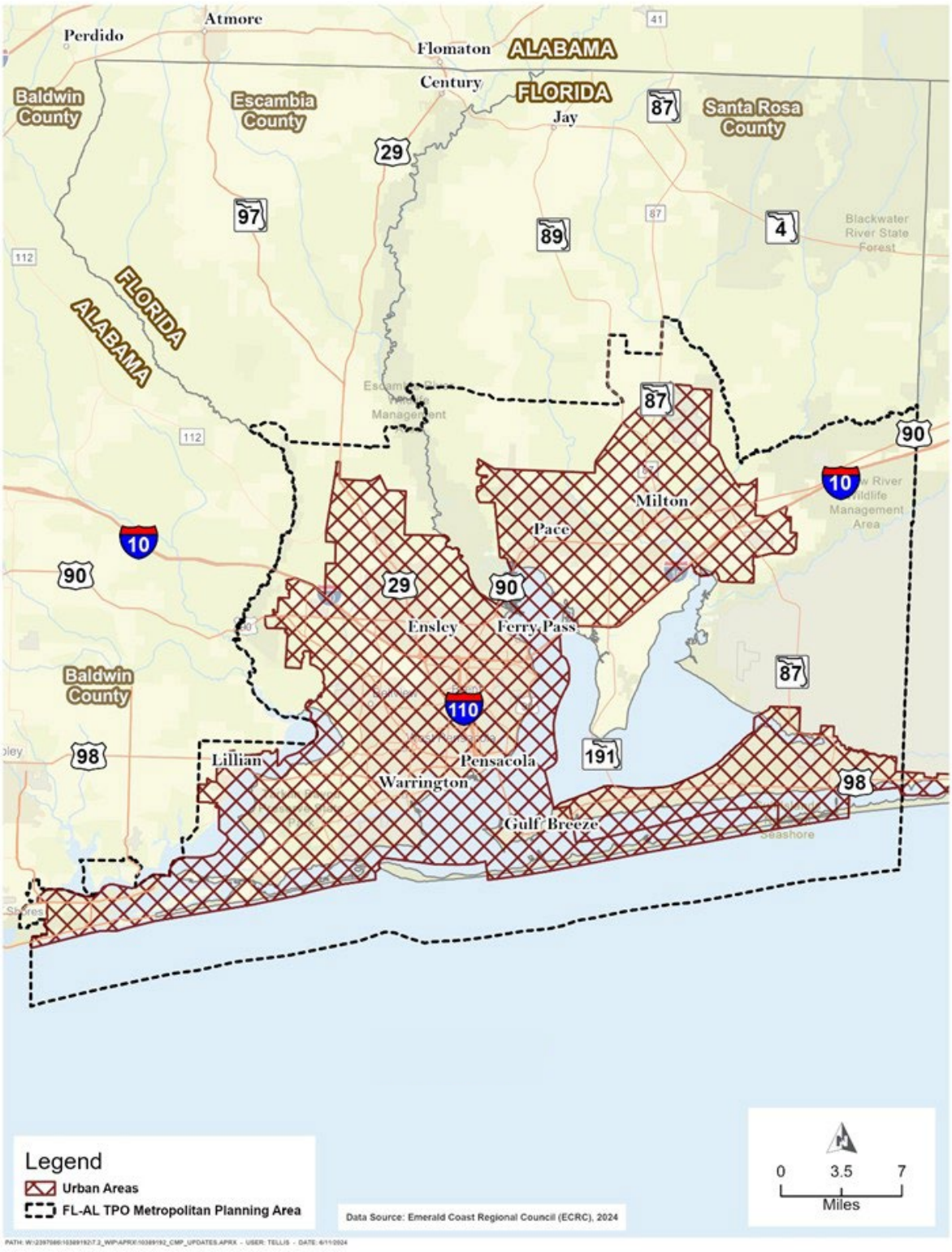
The LRTP can be revised at any time. It is important to note the MPO does not have to extend the LRTP planning horizon out another 20 years for administrative modifications and amendments. That is required only for the periodic (e.g., 5-year) update. Florida Statute requires the MPO Board adopt any amendments to the LRTP by a recorded roll-call vote or hand-counted vote of the majority of the membership present.

1.4 Study Area

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 (**Figure 1**) includes the southern portions of Escambia and Santa Rosa Counties, and the southeastern portion of Baldwin County, Alabama. The boundary is determined by an agreement between the Governors of FL and AL and the TPO, based on the 2020 Census.

[2] https://www.fdot.gov/planning/policy/metrosupport/default.shtm

Figure 1. Florida–Alabama Metropolitan Planning Area Boundary



1.5 Area Profile Summary

The LRTP includes an analysis of study area socioeconomic characteristics and trends to provide context for the planning process. The Area Profile is provided in **Appendix D** and summarized below.

- In Escambia County, population is projected to increase 12.9% to 376,700 from 2023 to 2050. In Santa Rosa County, population is projected to increase 37.1% to 278,000 from 2023 to 2050. In Baldwin County, population is projected to increase 52.4% to 386,267 from 2023 to 2050. The current FL-AL TPO population (2024) is estimated at 533,000.[3]

- Escambia County is experiencing the most growth in the northern portion of the TPO area outside of the City of Pensacola in the unincorporated Beulah community and associated with the Escambia County Mid-West / Optional Sector Plan (north of I-10), and the Outlying Landing Field 8 (OLF-8) Master Plan, and Beulah Master Plan. These plans are further discussed in the Goals and Objectives document of this LRTP.

- The growth rates when viewed by age (2001-2033) indicates most of the growth in the older populations (over age 60) across all three counties, although both Santa Rosa and Baldwin have greater population projections under 30 than Escambia.

- The military workforce is currently greatest in Escambia County with approximately 7% military workforce of total county population, as compared with about 1% in Santa Rosa County. The origin of commuter locations has been further studied by Hurlburt Field on Eglin Air Force Base. Hurlburt Field (in Okaloosa County) has documented military members and civilian employees commuting from off-base residences from Escambia, Santa Rosa, and Walton Counties with the residential concentrations most prevalent in Santa Rosa County, resulting in commuting pressures on US 98. Both FL-AL TPO and the adjoining Okaloosa-Walton TPO are coordinating with Hurlburt Field on regional issues that cross the TPO boundary lines on the Strategic Intermodal System facility of US 98. Additional discussion on the area military network is found in the ECRC Military Installation Resiliency Review (MIRR).

- For Escambia County, 19.5% of the economy is due to military impact of Naval Air Station Pensacola, Corry Station, and Saufley Field, contributing 31,651 jobs and $129M in state and local taxes. For Santa Rosa County, 19.2% of the economy is due to military impact of Naval Air Station Whiting Field, contributing 9,476 jobs and $84M in state and local taxes. [4]

- Visitor populations peak in May, June, and July, with much greater influx experienced in Baldwin Co, followed by Escambia County, and then Santa Rosa County. The number of hotel / motel units are anticipated to increase in Baldwin County to accommodate. Tourism remains a notable component of the area profile transportation needs.

- Median Household Income is highest in Santa Rosa County and lowest in Escambia County, however, the total Households are greatest in Escambia County and lowest in Santa Rosa County. With the growth projected in Santa Rosa County, housing needs will continue to expand and the need to link areas of new housing with the transportation network will continue to grow.

- Total Households with no vehicles are much higher in Escambia County and lowest in Santa Rosa County. However, commuters are much higher in Escambia County and lowest in Santa Rosa County.

[3] https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/demographic/fl_mpo_2024_population_estimates.pdf?sfvrsn=cd7873b2_1

[4] https://selectflorida.org/wp-content/uploads/2024-Florida-Military-and-Defense-Economic-Impact-Summary.pdf

- Minority population and poverty are much higher in Escambia County and lowest in Baldwin County. Minority population density and individuals living in poverty are greatest within areas of the City of Pensacola.

- Unemployment rate is currently greatest in Baldwin County, and least in Santa Rosa County. The top employers continue to be Government, Navy Federal, Baptist Health Care, Sacred Heart Health Systems, and the University of West Florida.

1.6 Roadway Network

The roadway network is the one designated by the TPO as Major Road Network. The classification of roadways is per the FHWA defined Functional Classification System. There are three major types of facility systems: (1) Freeways and Tolls; (2) Arterials; and (3) Collectors. According to the FDOT Source Book[5] and as documented in the Congestion Management Process plan, the total roadway network on the State Highway System (SHS) in Escambia and Santa Rosa County are 255.5 miles and 196.2 miles, respectively. The mileage for all public roads except for local roads is 542.2 miles and 388.6 miles in Escambia and Santa Rosa County, respectively. The roadway network within the FL-AL TPO boundary for Baldwin County, Alabama is approximately 22.4 miles as obtained from desktop review. Residential and local roads are not included. The roadway network is shown in **Figure 2**.

1.7 Transit Network

1.7.1 Escambia County Area Transit

Escambia County Area Transit (ECAT) is a bus system exclusively serving the urban area that provides weekday and Saturday service with select routes on Sunday. The ECAT system currently services over 1,000 stops on 25 routes. **Figure 3** and **Figure 4** show the ECAT System map (2024) and inset for the City of Pensacola. These routes include a seasonal Beach Trolley, a University of West Florida (UWF) Trolley, and a Jury Trolley that provides services to the federal courthouses. The entire fleet of buses are wheelchair accessible and have bike racks. The base fare is $1.75, but students, Americans with Disabilities Act (ADA)-certified transportation identification (ID) card holders, seniors, children below a certain height, Medicare card holders, and the military all have discounted rates.

ECAT has conducted a 10-year Transit Development Plan (TDP) major update to support the development of a safe and efficient transit system in Escambia County over a 10-year planning horizon. The TDP is also being updated on a cycle consistent with this LRTP update. The TDP defines transit needs and a plan to meet both short-term and long-term transit goals. Specific recommendations of the TDP are further examined by a Comprehensive Operational Analysis (COA). The ECAT TDP Guiding Principles are Safety, Community, Efficiency, Customer Service, Connectivity, and Reliability.

[5] https://fdotsourcebook.com/

Performance metrics from the TDP link to this CMP and the LRTP by monitoring passengers per revenue mile from the Federal Transit Administration (FTA) National Transit Database.

1.7.2 Transportation Disadvantaged Providers

Tri-County Community Council, Inc. is a private non-profit corporation that serves the transportation disadvantaged (TD) in Holmes, Santa Rosa, Walton, and Washington County. To be considered transportation disadvantaged, an individual must either not have a vehicle, cannot operate a vehicle, or have no alternate means of transportation.

There are no fixed routes for this service. Riders can make reservations for trips to accomplish their daily needs such as non-emergency medical appointments, shopping, and employment.

The Community Transportation Coordinator (CTC) for Escambia County TD is the Escambia County Board of County Commissioners. The Escambia County TD is operated by ITL Solutions.

1.7.3 Baldwin Rural Area Transit System

Baldwin Regional Area Transportation System (BRATS) is available to all citizens of adjacent Baldwin County, Alabama. They have a variety of routes including routes to Coastal Alabama Community College, routes to assist senior citizens, 'Ride to Work' routes for commuters, and a variety of other routes around the county. The fares are based on mileage with trips under five miles one-way costing $2.00 and trips over 60.1 miles one-way costing $10.00.

In April 2024, BRATS established a partnership with Commute with Enterprise to provide vanpool options. The vanpool program is available to people who live inside or outside of Baldwin County and wish to access jobs in the area. Commute with Enterprise provides the passenger vehicle, insurance, and maintenance. BRATS currently provides approximately 400 public transportation rides a day, but with increased demand on the popular system and constraints on vehicle availability and drivers, the Baldwin County Commission chose to work with Commute with Enterprise to further encourage the use of public transit to reduce traffic congestion, fuel emissions, and commute expenses. The new partnership with Enterprise allows the Baldwin County Commission to support the employment needs of local businesses in the community, while introducing our community to a proven, efficient form of public transportation that was previously unavailable in the area. The vanpool program is partially subsidized by the Baldwin County Commission using local and federal grant funds. The remaining cost is split among the employer and/or participants, with each vanpool rider paying a set fee per month.

1.7.4 rideOn Program

The Emerald Coast Regional Council (ECRC) promotes ridesharing through their rideOn program, which is funded by the FDOT. This service encourages commuters to carpool or take alternative means of transportation, such as walking or biking, to reduce congestion. The system matches riders into carpool or vanpool groups based

on destinations and work times. To make the system more appealing, rideOn offers an Emergency Ride Home Program for riders. This allows riders the opportunity to travel home in case of emergency. This service sunsets at the end of 2025 for the State of FL.

1.7.5 Park and Ride

Park and Ride lots are managed by the rideOn program and locations are provided throughout the 10-county region. These Park and Ride facilities serve as central meeting points where people can park to ride the bus, carpool, or vanpool. There are in total seven parking facilities in Escambia and Santa Rosa Counties combined. Most of the lots are constructed by FDOT, but occasionally property owners will designate spots for Park and Ride. The current Park and Ride locations are shown in **Figure 5**.

Escambia County:

- Pensacola I-110 at Civic Center (near ECAT Stop)
- Century Courthouse Annex
- Scenic Highway I-10 next to the Dairy Queen.

Santa Rosa County:

- Avalon Boulevard – East side of Highway 281: 0.5-mile North of I-10
- Navarre – Highway 98 east of Highway 87 at the Navarre Visitors Information Center
- East Milton – Highway 90 at Highway 87
- Milton – Southeast corner of US 90 and Avalon Boulevard.

There are no park and ride lots for the FL-AL TPO area in Baldwin County, AL.

Figure 2. Roadway Network



Figure 3. ECAT System Map

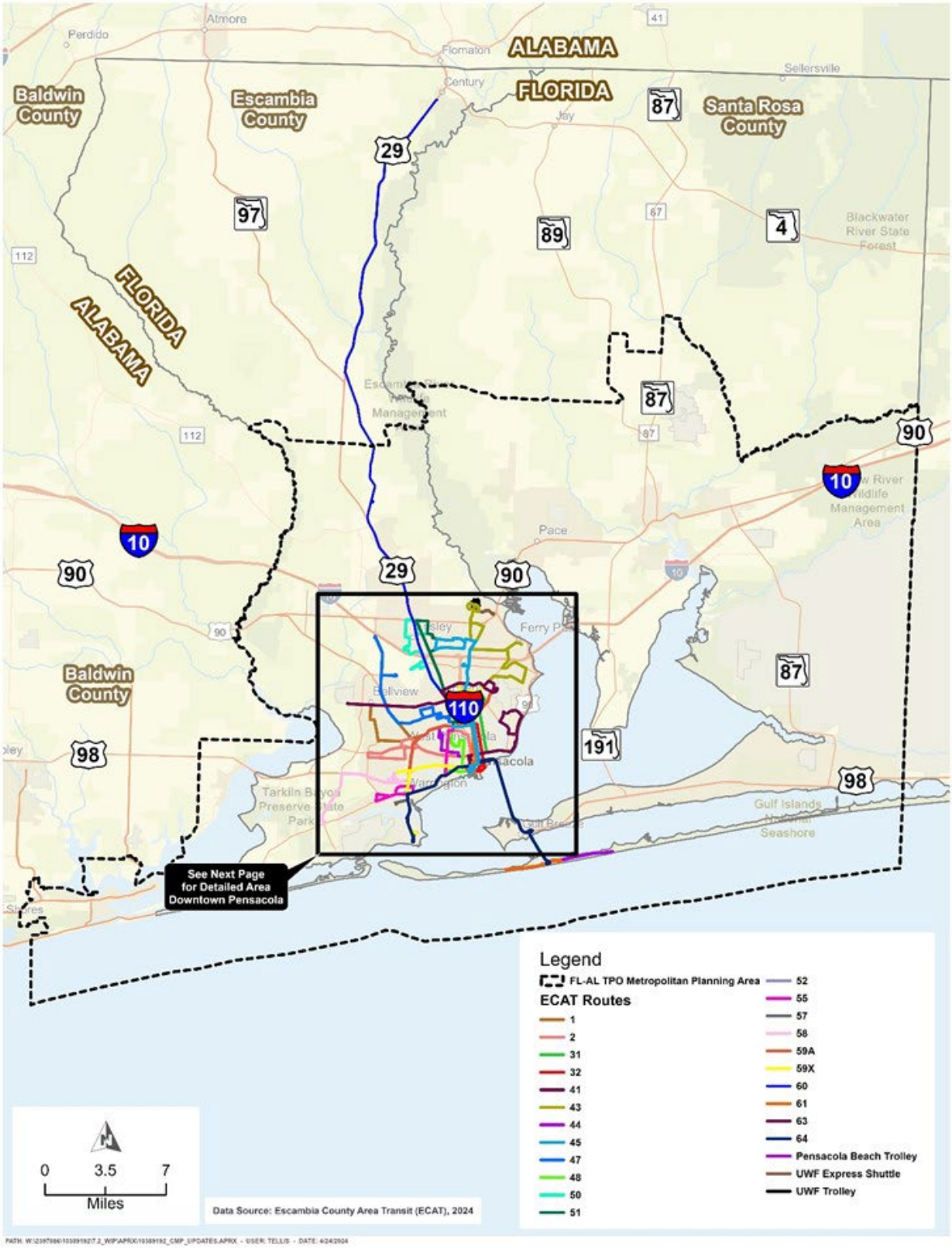


Figure 4. ECAT System Map, Pensacola Inset

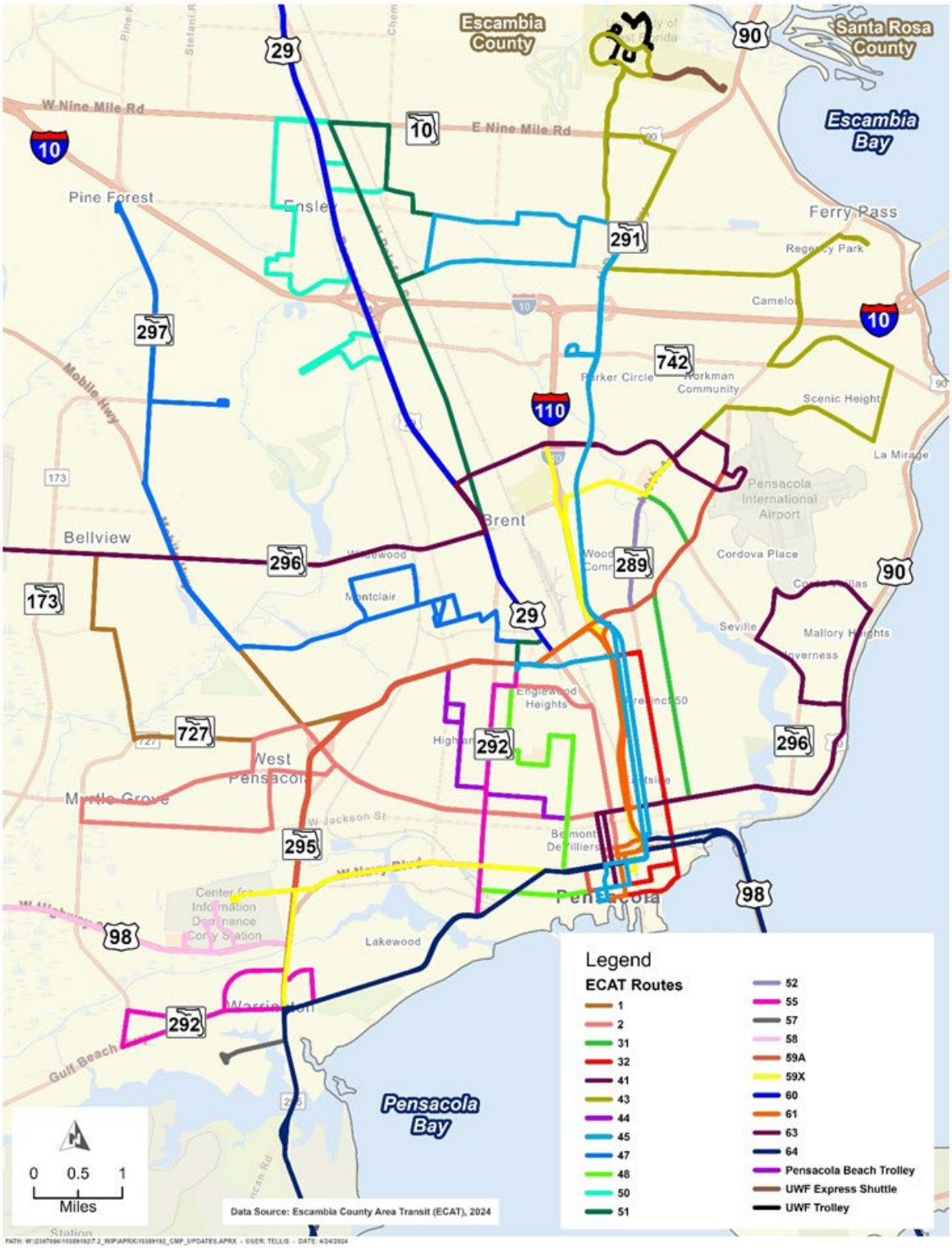
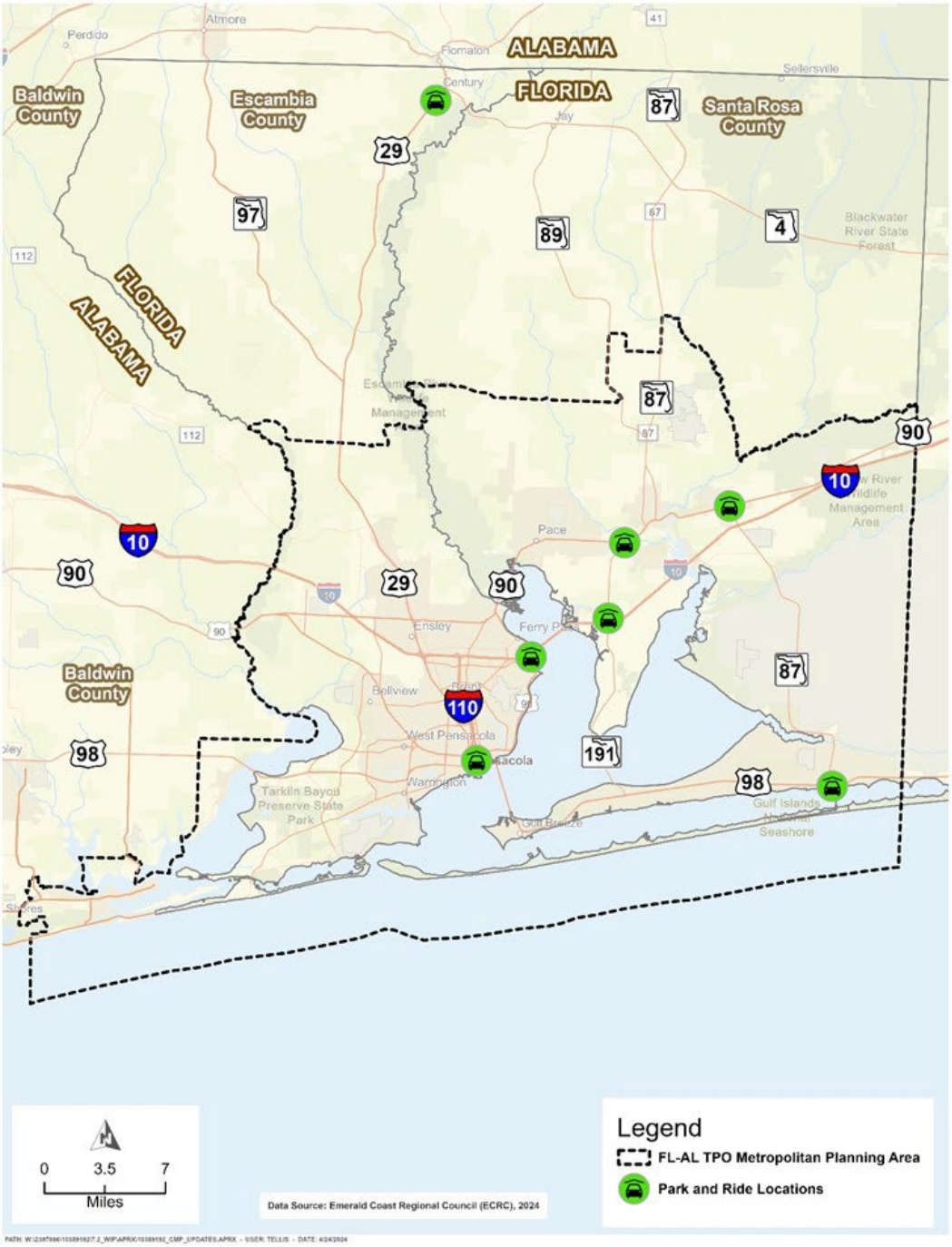


Figure 5. Park and Ride Lots



1.8 Bicycle Network

The Bicycle network (**Figure 6)** consists of the following facility types:

- On-Road Facilities: On-road bike facilities typically consist of the entire roadway identical to the network excluding freeways, ramps, HOV, and toll facilities where biking is prohibited. Primarily on-road facilities comprise of paved shoulders and bike lanes, or shared lanes marked with *sharrows*.

- Off-Road Facilities: Off-road bike facilities mainly consist of trails and shared-use paths. These facilities are usually separated from a roadway by a curb or painted border.

1.9 Pedestrian and Trail Network

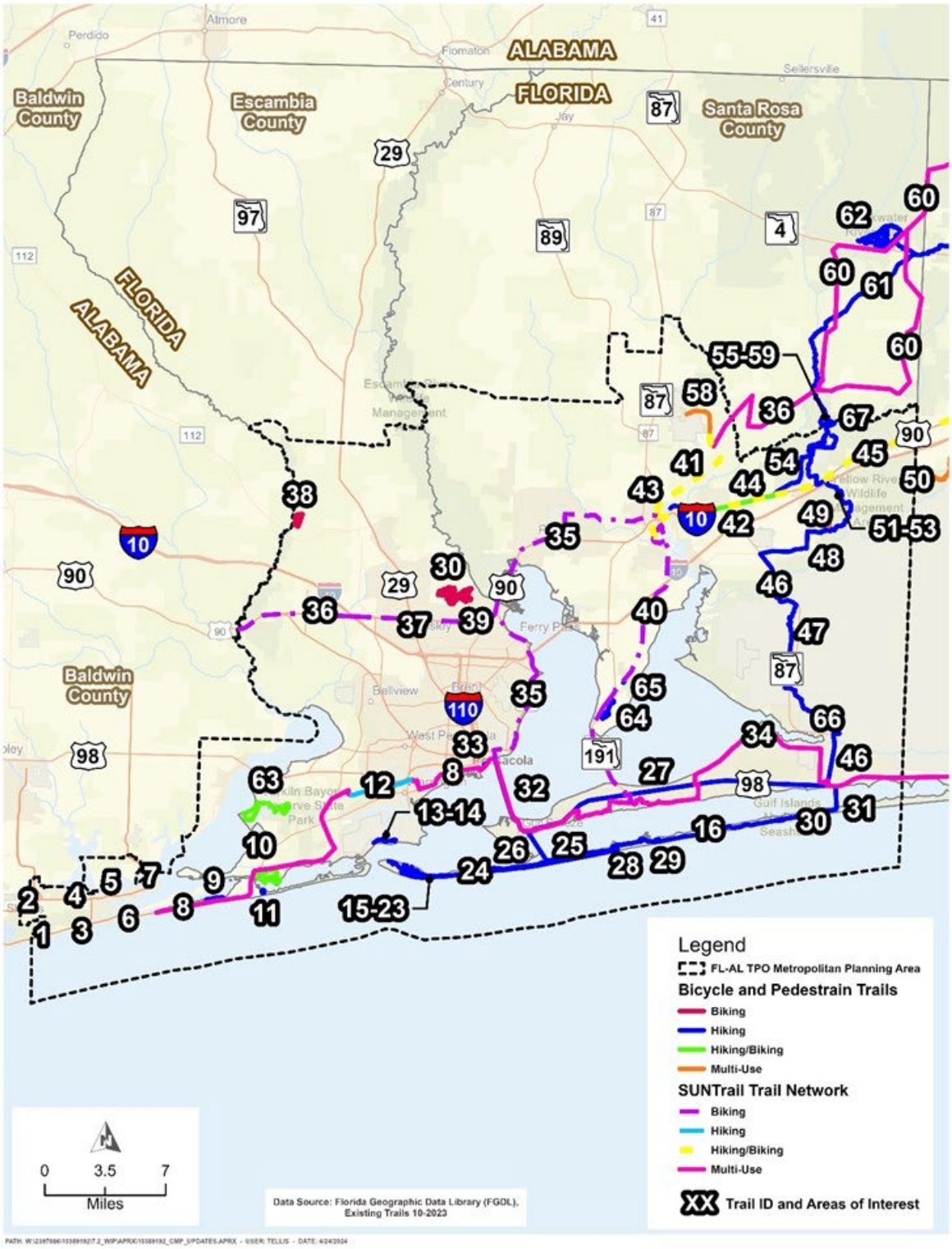
The pedestrian and trail facility network (also **Figure 6**) consists of areas along the side of the roadway network except for the prohibited areas for pedestrians such as freeways, limited access facilities, ramps, HOV lanes, and toll facilities. The pedestrian routes and trails can be classified into two categories:

- Sidewalks: The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians, typically a concrete path.

- Bicyclist-Pedestrian Shared Path: A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skates, wheelchair users, joggers, and other non-motorized users.

The Florida Shared-Use Nonmotorized (SUN) Trail Program, established in 2015 [Section 339.81, Florida Statutes (F.S.)], receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., motor vehicle licenses. These revenues are deposited in the State Transportation Trust Fund. The funding is for the development of a statewide system of interconnected high-priority, paved, nonmotorized multi-use trail / two-directional Shared Use Path within the SUN Trail network for bicyclists and pedestrians, physically separated from vehicular traffic. The SUN Trail network aligns with the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority Network overseen by the FDEP Office of Greenways and Trail (OGT) [Chapter 260, F.S.] and includes connections to and through lands of the Florida Wildlife Corridor Act (Section 259.1055, F.S.). Among other things, Chapter 316, F.S., defines bicycles, pedestrians, and nonmotorized users.

Figure 6. Bicycle and Pedestrian Trails (Map and Table)



Trail ID	Trail Name	Trail Location
1	Bear Creek Trail	Baldwin County, Alabama
2	Gulf Oak Ridge Trail	Baldwin County, Alabama
3	Rosemary Dunes Trail	Baldwin County, Alabama
4	Twin Bridges Trail	Baldwin County, Alabama
5	Cotton Bayou Trail	Baldwin County, Alabama
6	Catman Road Trail	Baldwin County, Alabama
7	Rattlesnake Ridge Trail	Baldwin County, Alabama
8	Escambia County SW Greenway Trail	Escambia County, Florida
9	Perdido Key State Park	Escambia County, Florida
10	Big Lagoon State Park Trail	Escambia County, Florida
11	FB Woodland Nature Trail	Escambia County, Florida
12	Jones Swamp Wetland Preserve and Nature Trail	Escambia County, Florida
13	Cycle Path	Escambia County, Florida
14	FB French Trail	Escambia County, Florida
15	FP Self-Guided Tour Trail	Escambia County, Florida
16	Gulf Island National Seashore Trail	Escambia/Santa Rosa
17	Fort Pickens Amphitheater Trail	Escambia County, Florida
18	Bay Trail	Escambia County, Florida
19	Fort Pickens Campground Boardwalk	Escambia County, Florida
20	Fort Pickens Dune Nature Trail	Escambia County, Florida
21	Fort Pickens Blackbird Marsh Nature Trail	Escambia County, Florida
22	Trail to Fort Pickens Campground	Escambia County, Florida
23	Florida NST	Escambia County, Florida
24	Fort Pickens Beach	Escambia County, Florida
25	Beach Walk Trail	Santa Rosa County, Florida
26	Pensacola Bike Path	Escambia County, Florida
27	Forty Mile Loop	Santa Rosa County, Florida
28	Santa Rosa Dune Trails	Santa Rosa County, Florida
29	University of West Florida Dunes Trail	Santa Rosa County, Florida
30	Navarre Bike Path	Santa Rosa County, Florida
31	Navarre Causeway Trail	Santa Rosa County, Florida
32	Chappie James Bridge	Escambia County, Florida
33	Veterans Memorial Park Walking Trail	Escambia County, Florida
34	Great NW Coastal Trail	Escambia/Santa Rosa
35	Milton to Pensacola Scenic Bluffs	Escambia/Santa Rosa
36	Cantonment to Bellview Recreational	Escambia County, Florida
37	Escambia Bike Trail	Escambia County, Florida
38	Muscogee Mountain Bike Trails	Escambia County, Florida
39	University of West Florida Trails	Escambia County, Florida
40	Garcon Trail to Bagdad	Santa Rosa County, Florida
41	Blackwater Heritage Trail	Santa Rosa County, Florida
42	Milton to Long Leaf Trail	Santa Rosa County, Florida
43	Old River Trail	Santa Rosa County, Florida
44	Old Brick Road Trail	Santa Rosa County, Florida
45	US 90 Trail Connector	Santa Rosa County, Florida
46	State Road 87 Trail	Santa Rosa County, Florida
47	Eglin West Trail	Santa Rosa County, Florida
48	Yellow River Boardwalk	Santa Rosa County, Florida
49	Yellow River Ravines	Santa Rosa County, Florida
50	Yellow River Water Management Area Trail	Santa Rosa County, Florida
51	Blackwater River Side Trail	Santa Rosa County, Florida
52	Miller Bluff Road Boardwalk	Santa Rosa County, Florida
53	Goodrange Dr	Santa Rosa County, Florida
54	Hutton Trail	Santa Rosa County, Florida
55	Longleaf Trail	Santa Rosa County, Florida
56	Blackwater River State Park Trail	Santa Rosa County, Florida
57	Juniper Creek Trail	Santa Rosa County, Florida
58	Military Heritage Trail	Santa Rosa County, Florida
59	Highway 191 (Munson Highway)	Santa Rosa County, Florida
60	Blackwater Multi-use Trail	Santa Rosa County, Florida
61	Jackson Red Ground Trail	Santa Rosa County, Florida
62	Blackwater River State Forest Trails	Santa Rosa County, Florida
63	Tarklin Bayou Preserve State Park Trail	Escambia County, Florida
64	Garcon Point Water Management Area Trail	Santa Rosa County, Florida
65	Yellow River Marsh Preserve State Park Trail	Santa Rosa County, Florida
66	River Road Trail	Santa Rosa County, Florida
67	Deaton Bridge Road	Santa Rosa County, Florida

The ECRC FL-AL Ped / Bike Trails Master Plan further defines the local network. This plan is a comprehensive review and update of the 2018 Florida-Alabama TPO Pedestrian/Bicycle Master Plan. The 2023 Pedestrian, Bicycle, and Trail Master Plan update builds upon the 2018 plan by examining the Florida-Alabama TPO's policies, projects, high crash areas, and community input to establish strategies and performance measures. These measures guide the planning, funding, and implementation of projects to create a safe and efficient network of bicycle and pedestrian facilities. The focus of the plan is on regionally significant connections and potential bicycle and pedestrian-specific infrastructure improvements that will contribute to a continuous bicycle and pedestrian transportation network throughout the study area.

1.10 Freight Network

While there are other alternatives for moving goods, such as rail, water, and air cargo, the primary movement of goods in the area is done by truck. As part of the Moving Ahead for Progress in the 21st Century Act (MAP-21), FDOT was required to develop the Freight Mobility and Trade Plan, and ALDOT developed the 2022 Statewide Freight Plan. This plan evaluated freeways and highways with heavy truck traffic to determine improvements necessary for the movement of goods statewide. Additionally, FDOT developed the Strategic Intermodal System (SIS) Policy Plan that laid out a series of strategic transportation facilities including airports, roadways, and ports that provide the framework for the movement of people and goods across the state. These build on the routes previously identified by the FL-AL TPO as Regional Highways of Commerce and incorporate the Strategic Intermodal System (SIS) corridors. The primary freight network is shown in **Figure 7**, with truck volumes in **Figure 8** and **Figure 9**.

The Florida Seaport System Plan provides policy guidance, goals, and objectives for the development, enhancement, and preservation of Florida's seaport system. The Florida Waterways System Plan provides an analysis of the overall system, conditions, challenges, and trends facing Florida's waterways including the Gulf Intracoastal Waterway (GIWW) system which provides transportation linkage to the Port of Pensacola in a segment that is also referred to as the Northern Gulf Intracoastal Waterway. The GIWW is also part of the FDOT SIS program. The plan specifies that the U.S. Army Corps of Engineers (USACE) is responsible for the operation and maintenance of waterways that make up the commercially active system, which includes the GIWW from Panama City to Pensacola Bay, and from Pensacola Bay to Mobile, Alabama. The Freight Plans also reference military freight need and the Strategic Highway Network linking I-10 to Florida, and the Federal Railroad Administration Strategic Rail Corridor Network which consists of rail lines that provide access to military installations and major intermodal facilities such as ports. Rail facilities are included on the Strategic Rail Corridor Network.

Figure 7. Freight Network (Roadway)

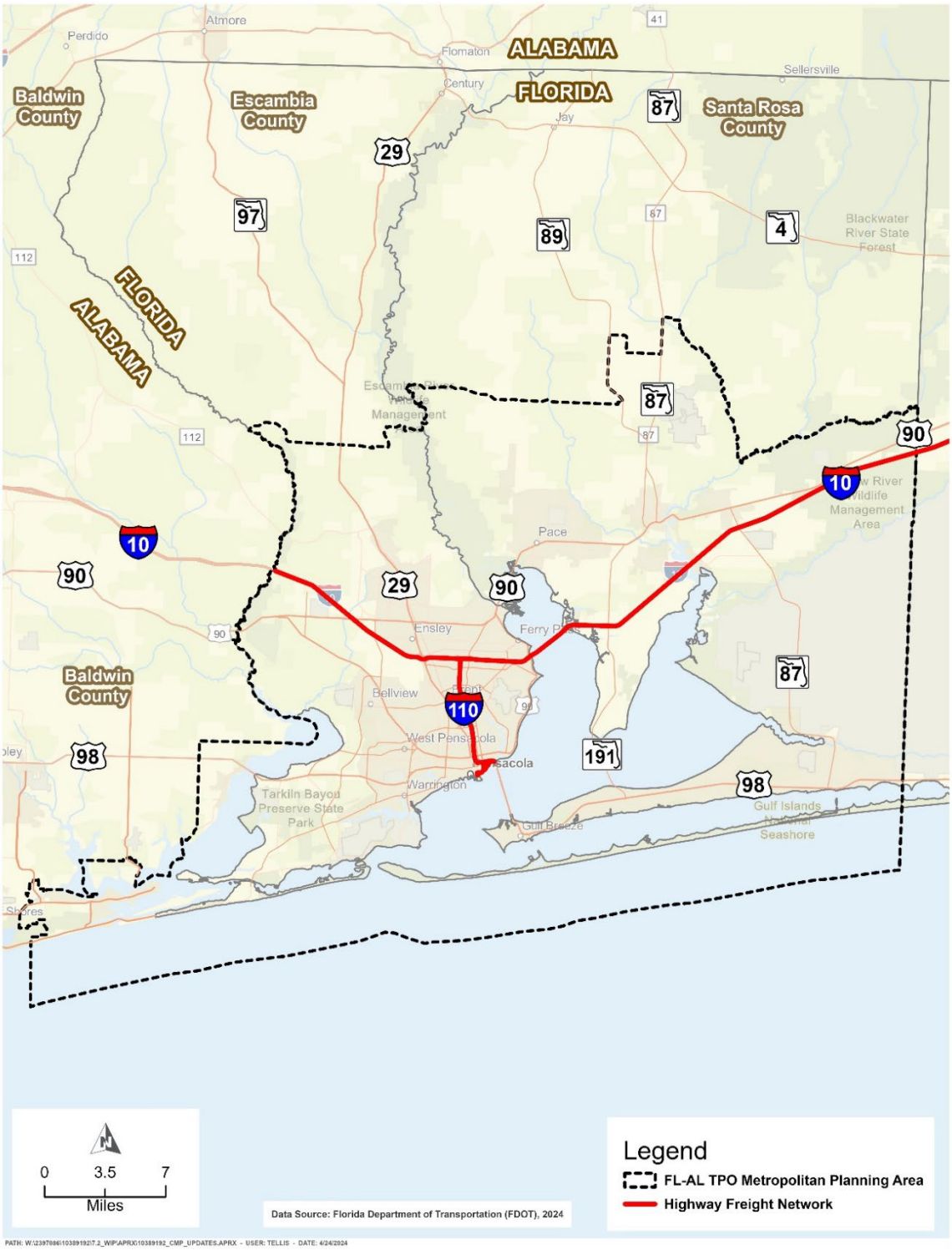


Figure 8. Truck Volumes

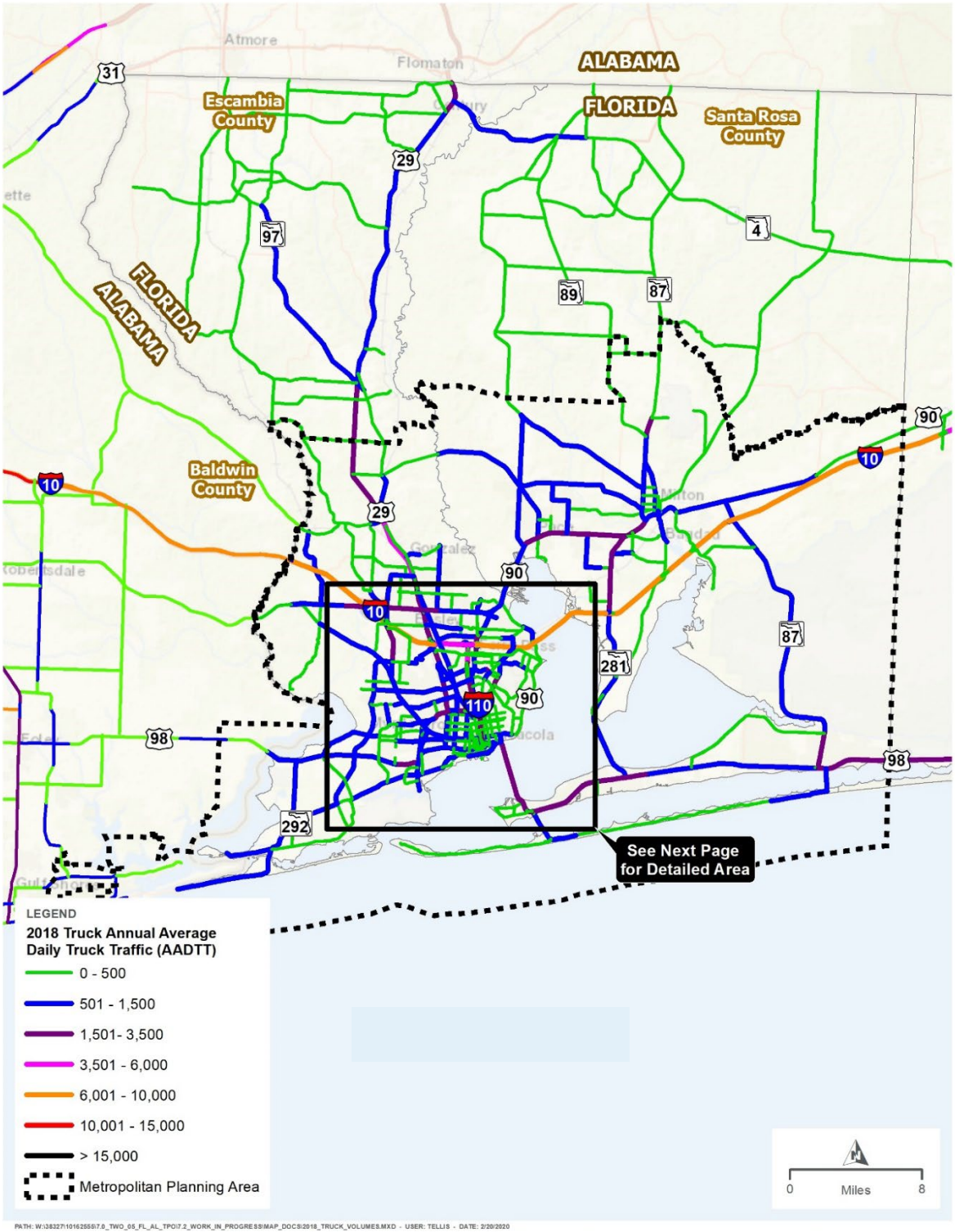
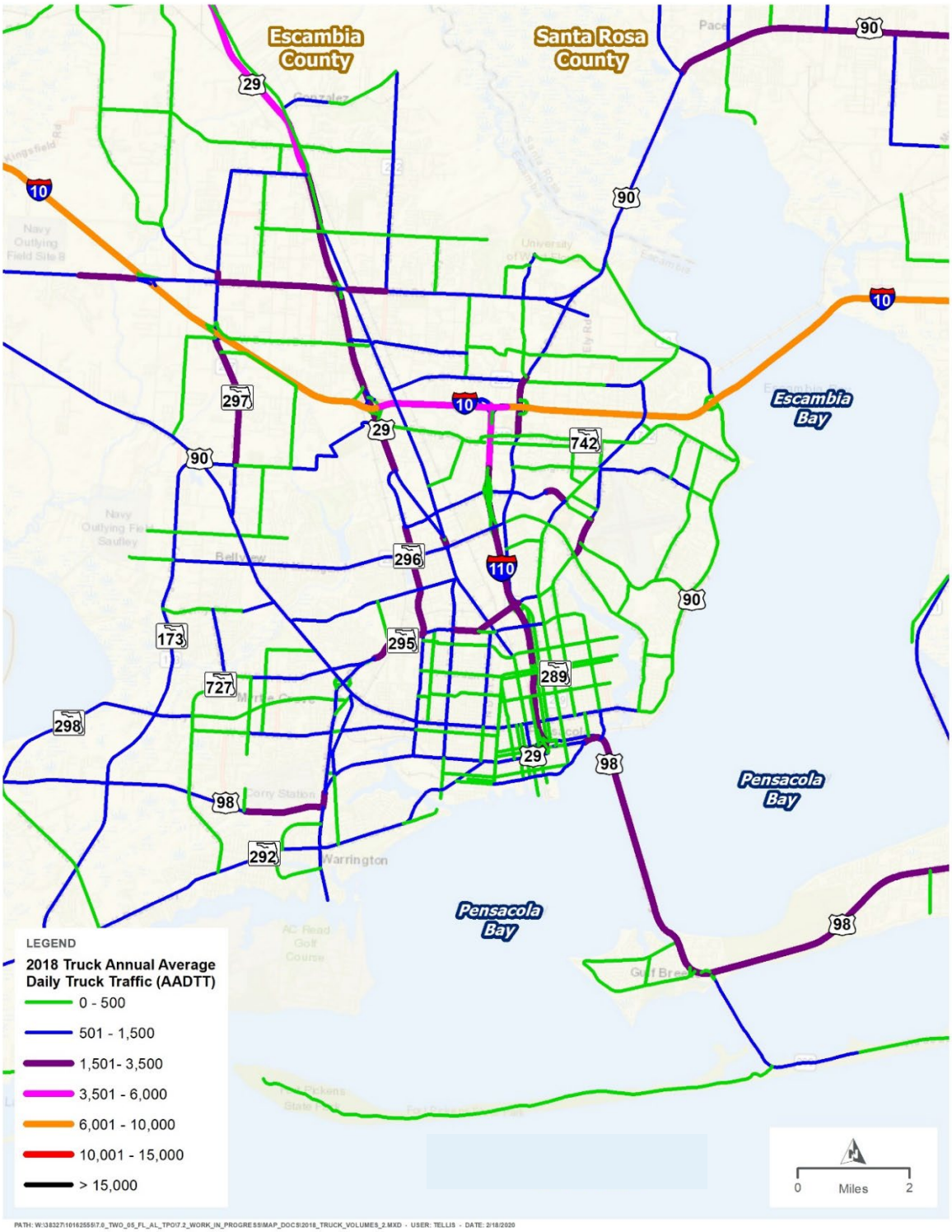


Figure 9. Truck Volumes, Pensacola Inset



1.11 Level of Service

A level of service analysis was completed on all major state and county roads of Escambia and Santa Rosa County and the Metropolitan Planning Area Boundary of Baldwin County consistent with the methodologies in the FDOT 2023 Quality / Level of Service Handbook and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis can be found in the Congestion Management Process document. **Figure 11** highlights the Escambia County, Santa Rosa County and Baldwin County roadway segments that are operating below FDOT LOS targets. The roadway networks LOS is used as a performance measure to determine the state of congestion on the CMP network.

1.12 Safety Analysis

The FDOT annually collects crash information using Signal Four Analytics for average crash rate, reference, high crash, percent, and density reports. The crash report provides intersections and segments with high historical safety issues. The urban intersections and segments have a confidence of 0.9995 or higher and a total crash count of 8 or more. The rural intersections and segments have a confidence of 0.95 or higher and a total crash count of 8 or more. Figure 10 and Figure 11 show the high crash locations for intersections and segments from 2017 to 2021 on the CMP network. Prior to the 1995 amendment to 23 U.S.C. §409, ALDOT released crash data to members of the public upon request with payment of a $100 fee. One purpose of the 1995 amendment was to protect raw data from discovery and admission into evidence. Thereafter, ALDOT ceased releasing crash data to the public. In *Ex parte* Alabama Dept. of Transp., 757 So. 2d 371 (Ala. 1999), the Alabama Supreme Court ruled that ALDOT's refusal to release crash data was proper and supported by 23 U.S.C. §409 and the crash data were also exempt from production in an "open records" request. ALDOT does not provide access to the safety data, nor does it disclose information in response to either litigation requests or open records requests.

Traffic fatalities are published annually by the National Highway Traffic Safety Administration (NHTSA) on the Fatality Analysis Reporting System. Traffic fatalities by counties can be found in their reports. **Figure 13** compares the traffic fatalities in Escambia, Santa Rosa, and Baldwin counties from 2017 through 2021.

Additional safety analysis discussion is provided in the following sections on the ECRC Seven-Layer Cake initiatives.

Figure 10. Segments Operating Below FDOT LOS Targets

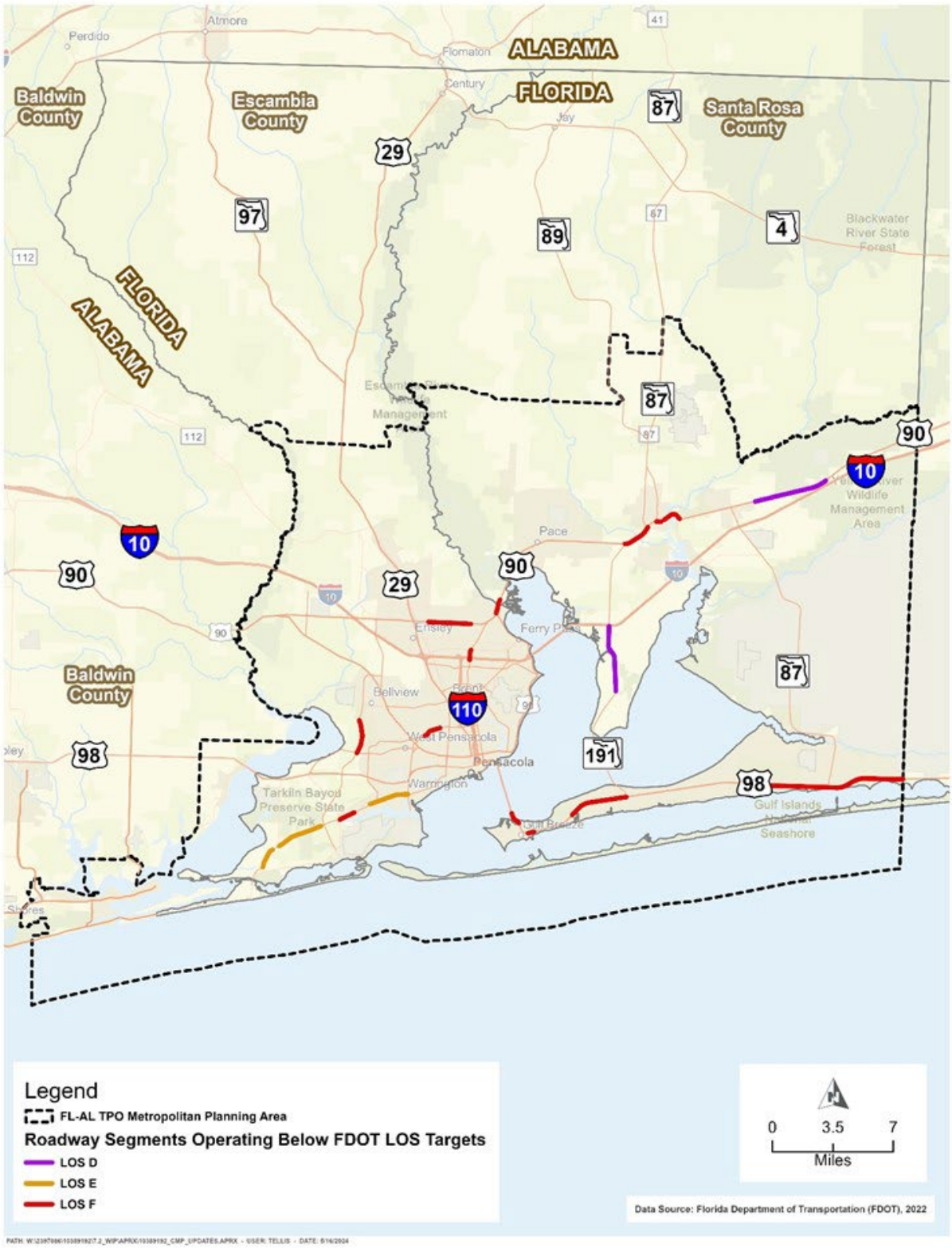


Figure 11. High-Crash Intersections (2017-2021)

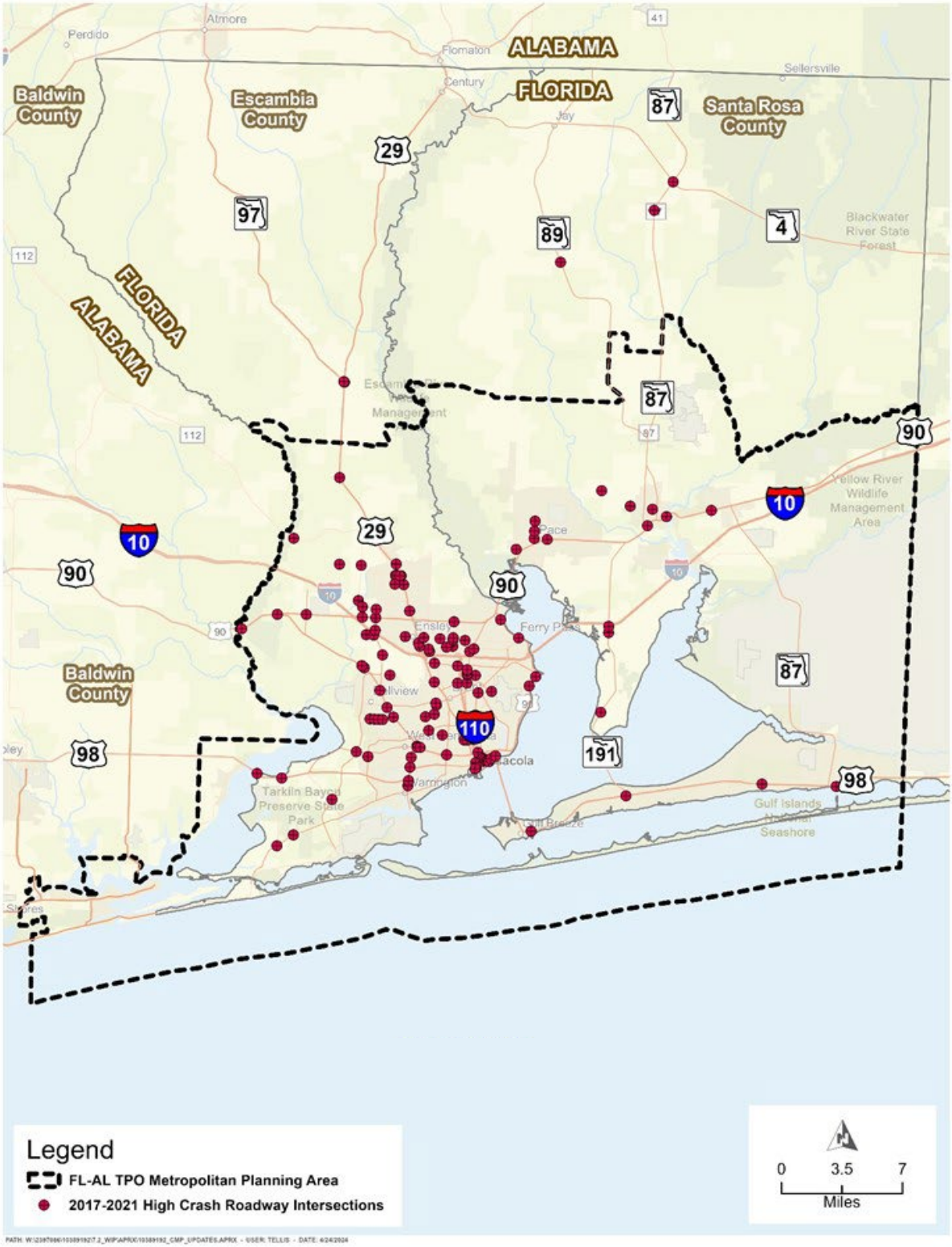


Figure 12. High-Crash Segments (2017-2021)

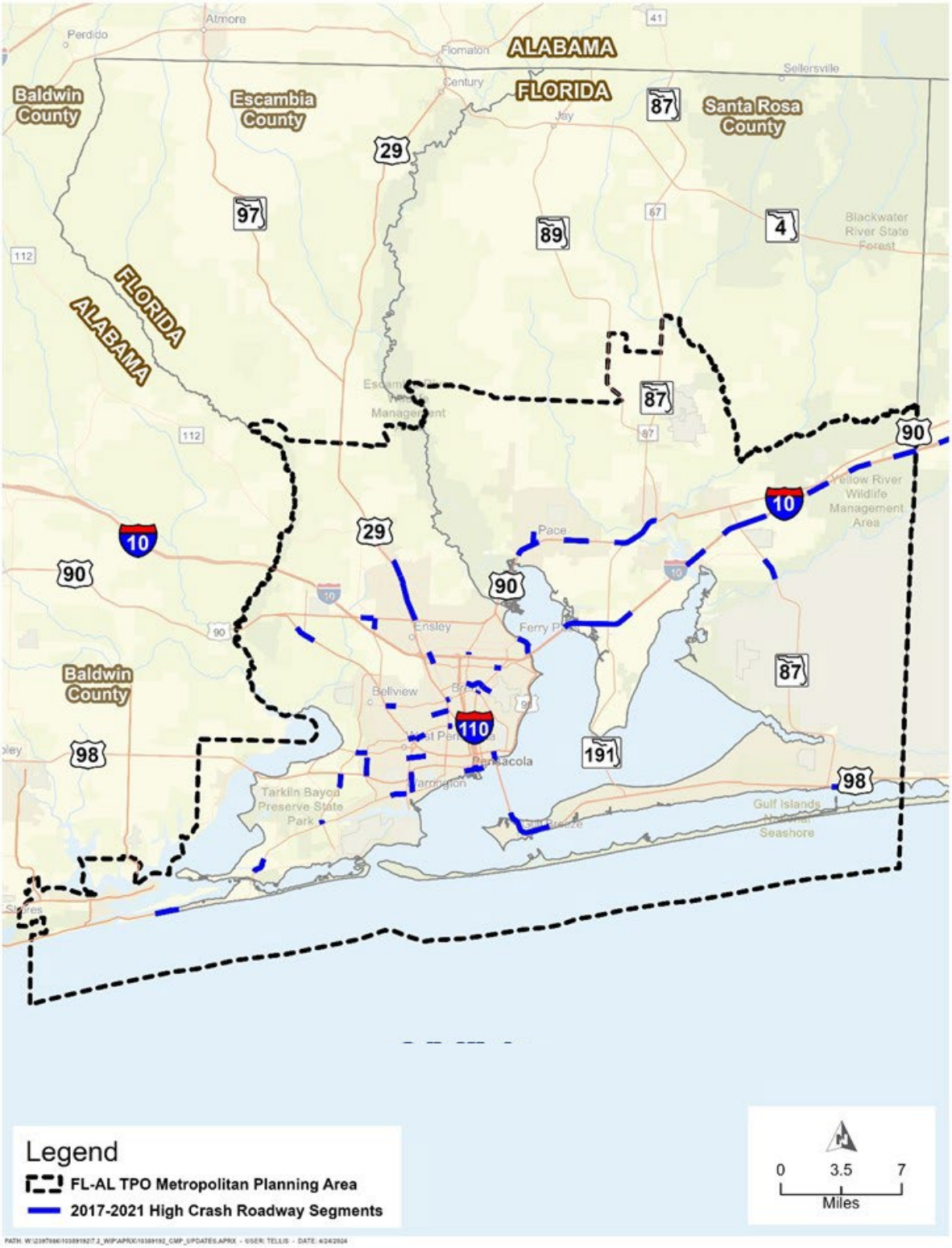
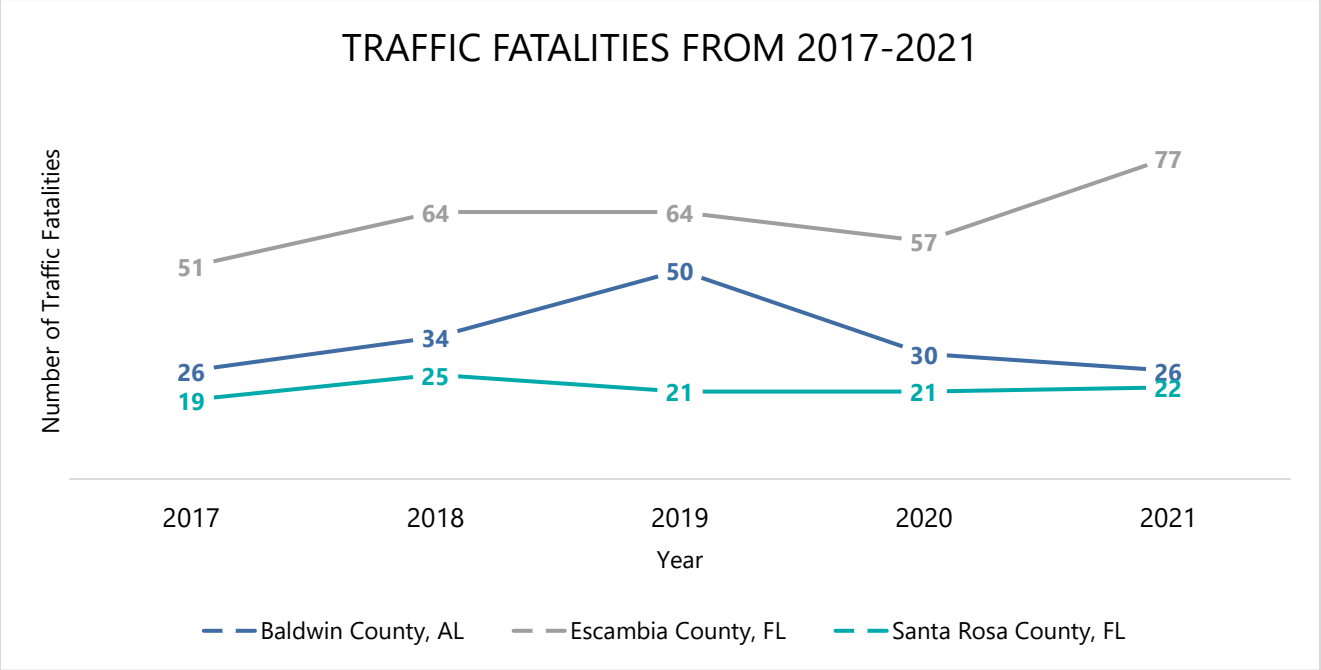


Figure 13. Traffic Fatalities



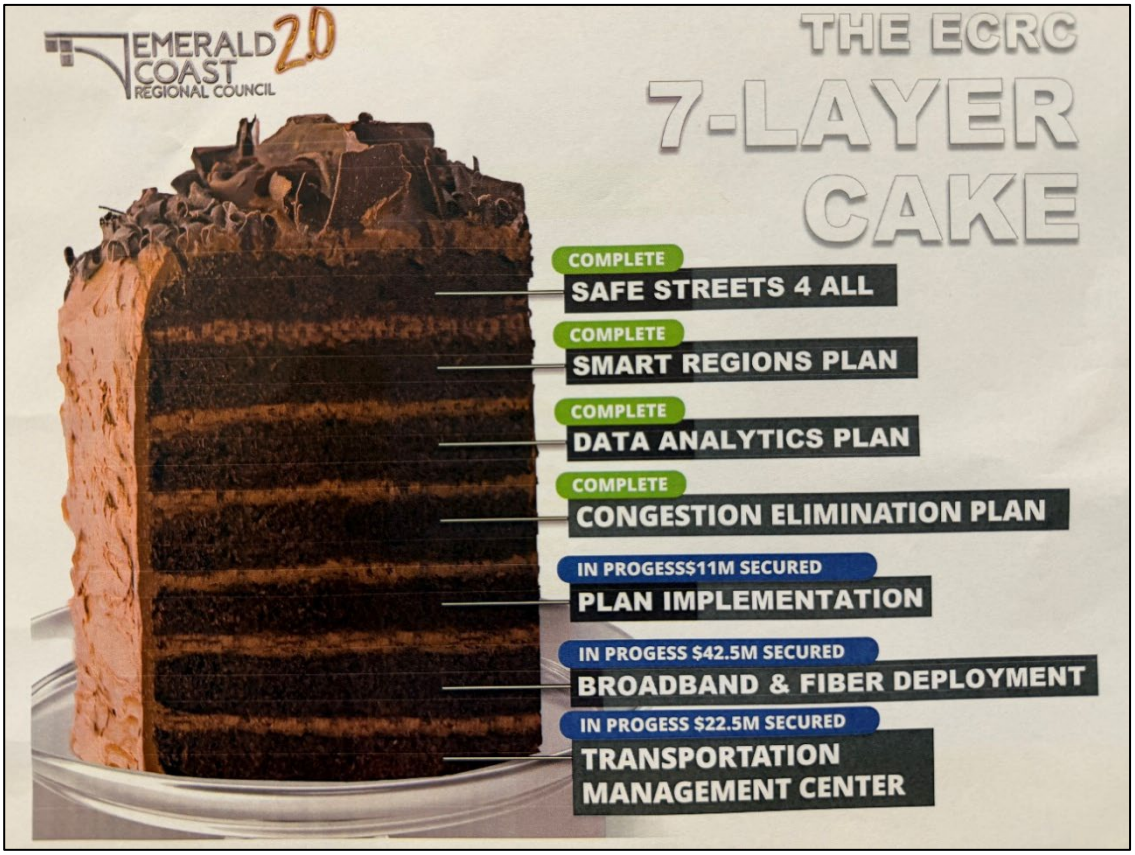
*Additional data and analysis can be found in the **Congestion Management Process**:*

- *Vehicle Miles Travelled*
- *Means of Transportation to Work*
- *Travel Time to Work*
- *Congestion Analysis*
- *Performance Measures*
- *Level of Service Tables and Analysis*

1.13 ECRC Seven-Layer Cake

The ECRC recognizes that the elimination of deaths and serious injuries within the region's transportation system will require a multifaceted approach that includes overlap between a variety of plans and programs. In Spring 2024, the ECRC unveiled the ***Seven-Layer Cake*** initiative that combines seven plans to modernize the transportation system throughout the region with a heavy emphasis on safety and technology deployment. **Figure 14** shows the components of the ECRC Seven-Layer Cake initiative. [6]

Figure 14. ECRC Seven-Layer Cake



These plans are supported by foundational implementation initiatives related to long-range transportation plan integration, broadband and fiber deployment on the network, and ultimately, the construction and start-up of the Regional Transportation Management Center (RTMC), with groundbreaking in November 2025.

[6] https://ecrc.org/programs/transportation_planning/transportationsafety_initiatives.php

The RTMC is part of the ECRC Emerald Green Light Advanced Transportation Management System (ATMS) designed to monitor and manage traffic in real time throughout Escambia and Santa Rosa counties **(Figure 15)**. By integrating Intelligent Transportation System (ITS) tools, the ATMS helps reduce congestion, improve safety, and improve travel by promoting coordinated traffic signals, active traffic management, incident management, and maintenance response. The RTMC will serve as the command center for all ATMS activities, provide real-time monitoring of road conditions, and utilize live data to adjust signals and share alerts. The ATMS implementation fiber installation projects currently underway (**Figure 16)**.

- ***Safety Action Plan*** [7] Central to these efforts is safety. The Safe Streets and Roads for All (SS4A) Safety Action Plan identifies locations where safety infrastructure can be implemented to help eliminate roadway deaths and serious injuries, including analysis of Vulnerable Road Users. Vulnerable Road Users include transportation network users who do not travel in a vehicle, largely bicyclists, pedestrians and motorcyclists. The SS4A Plan identifies the High-Injury Network. Table 4 of the SS4A plan identifies the FL-AL TPO High-Injury Network within Escambia County and Santa Rosa County and is mapped in **Figure 17**. Out of the 200 High-Injury Network segments, 65 segments were categorized into Tier 1 Priority Projects that scored highest in the SS4A plan. Tier 1 Priority projects are shown in **Figure 18** and have been included in the Needs Plan of this LRTP. The SS4A plan identifies recommended safety countermeasures for the Tier 1 Priority Projects in Table 23 of the SS4A Plan.
- ***Smart Regions Plan*** [8] Identifies technology strategies and infrastructure that can be leveraged to enhance roadway safety, efficiency, and connectivity throughout the region.
- ***Data Analytics Plan*** [9] Utilizes the infrastructure needs identified in the Smart Regions Plan to determine strategies for regional technology and software rollout to enable real-time transportation information processing at the Regional Transportation Management Center (RTMC).
- ***Congestion Elimination Plan*** [10] The FL-AL TPO Congestion Elimination Plan aims to identify transportation projects within the to alleviate traffic congestion, promote commuting efficiency, and enhance emergency preparedness. Priority corridors are shown in **Figure 19.** The Plan further identifies congestion elimination strategies for the priority corridors in Table 4 of the Congestion Elimination Plan.

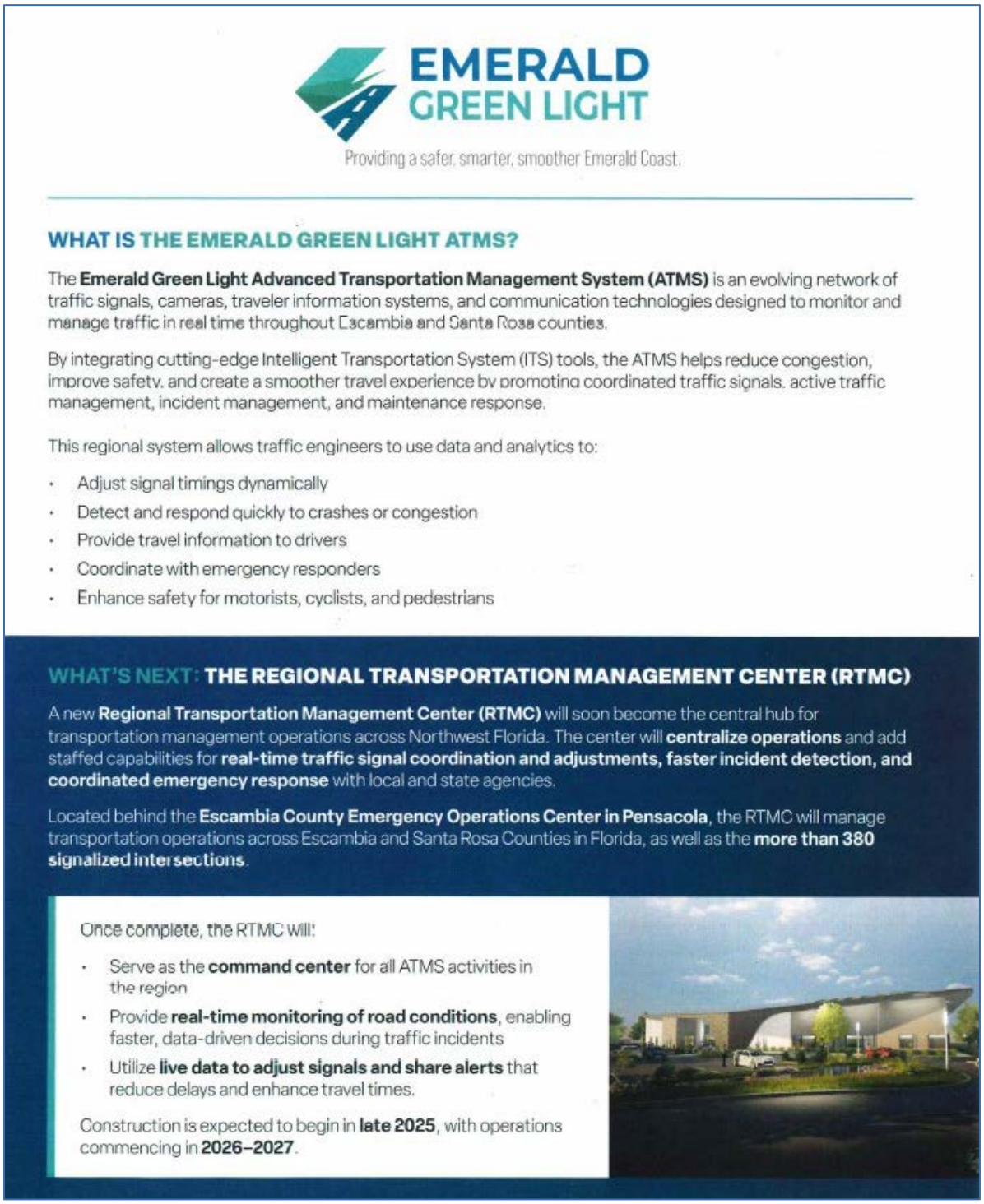
[7] https://www.ecrc.org/programs/transportation_planning/transportationsafety_initiatives.php

[8] https://www.ecrc.org/document_center/Programs/Florida%20Alabama%20TPO/Plans%20and%20Documents/FL%20AL%20TPO%20Smart%20Regions%20Master%20Plan_Jill%20Nobles%20Nobles.pdf?t=202509171310540

[9] https://www.ecrc.org/document_center/Programs/7Layer/Final%20Data%20Analytics%20Phase%201%20Report.pdf?t=202509081506310

[10] https://files.ecrc.org/document_center/Programs/Florida%20Alabama%20TPO/Plans%20and%20Documents/Congestion%20Elimination%20Plan%20Final_.pdf?t=202512041445090&t=202512041445090

Figure 15. ECRC Emerald Green Light ATMS





EMERALD GREEN LIGHT

Providing a safer, smarter, smoother Emerald Coast.

WHAT YOU'LL SEE ON THE ROAD

Dynamic Message Signs (DMS): Electronic message boards will display real-time travel alerts, construction updates, and safety messages.

Traffic Monitoring Sensors: Installed throughout major corridors to detect congestion, monitor traffic patterns, and improve traffic flow across the region.

Signal Timing Adjustments: Traffic engineers will make on-the-fly signal timing adjustments to address congestion or efficiency issues, improving traffic flow and reducing bottlenecks.

Traveler Information Systems: Future technology will deliver real-time updates via digital signs, mobile apps, and other connected tools.

Why It Matters:

- **Safer Travel:** Faster detection and response reduce the risk of crashes.
- **Smoother Rides:** Maintaining coordinated signal timing and messaging helps manage congestion.
- **Smarter Infrastructure:** Real-time data keeps local agencies informed and responsive.
- **Future-Ready:** The system will expand as new ITS technologies come online, including connected vehicles, smart parking, and AI-based traffic monitoring.
- **Faster Emergency Response:** Signal preemption gives fire, EMS, and law-enforcement vehicles priority at intersections, cutting response times by as much as 20 percent.
- **Time and Fuel Savings:** Smoother signal coordination can reduce stop-and-go traffic, saving the average commuter several minutes a day and lowering fuel use and emissions.
- **More Reliable Trips:** Real-time information and quicker incident clearance mean fewer unexpected delays.

THE RTMC WILL ENABLE FASTER, DATA-DRIVEN DECISION-MAKING AND IMPROVE REGIONAL SAFETY AND RELIABILITY FOR EVERY TRAVELER ACROSS THE EMERALD COAST.

EMERALD COAST REGIONAL COUNCIL · Florida-Alabama TPO · FDOT · ESCAMBIA COUNTY FLORIDA · SANTA ROSA COUNTY FLORIDA · PENSACOLA · GULF BREEZE · MILTON

Figure 16. ECRC ATMS Implementation



Figure 17. Safe Streets and Roads for All High-Injury Network

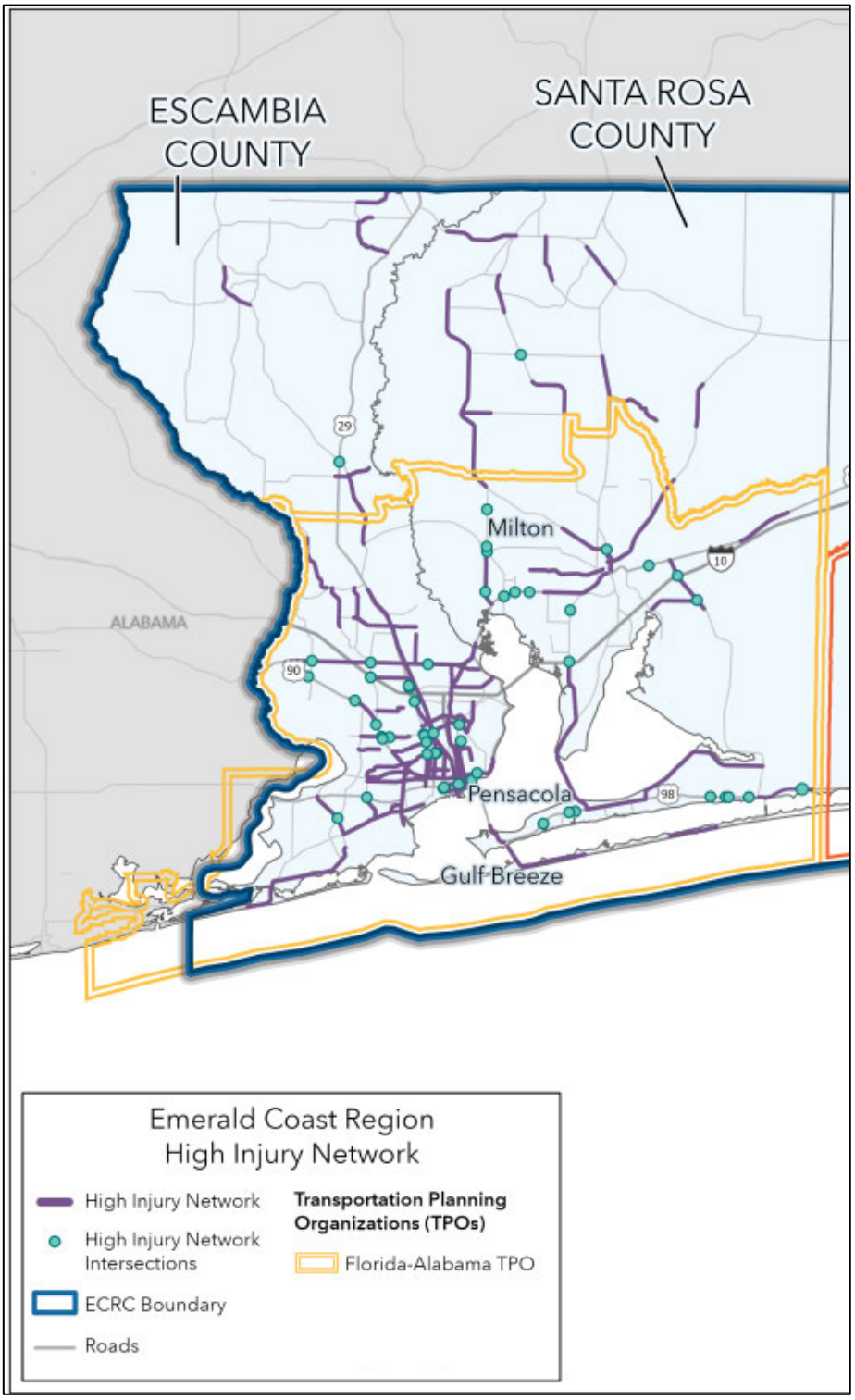
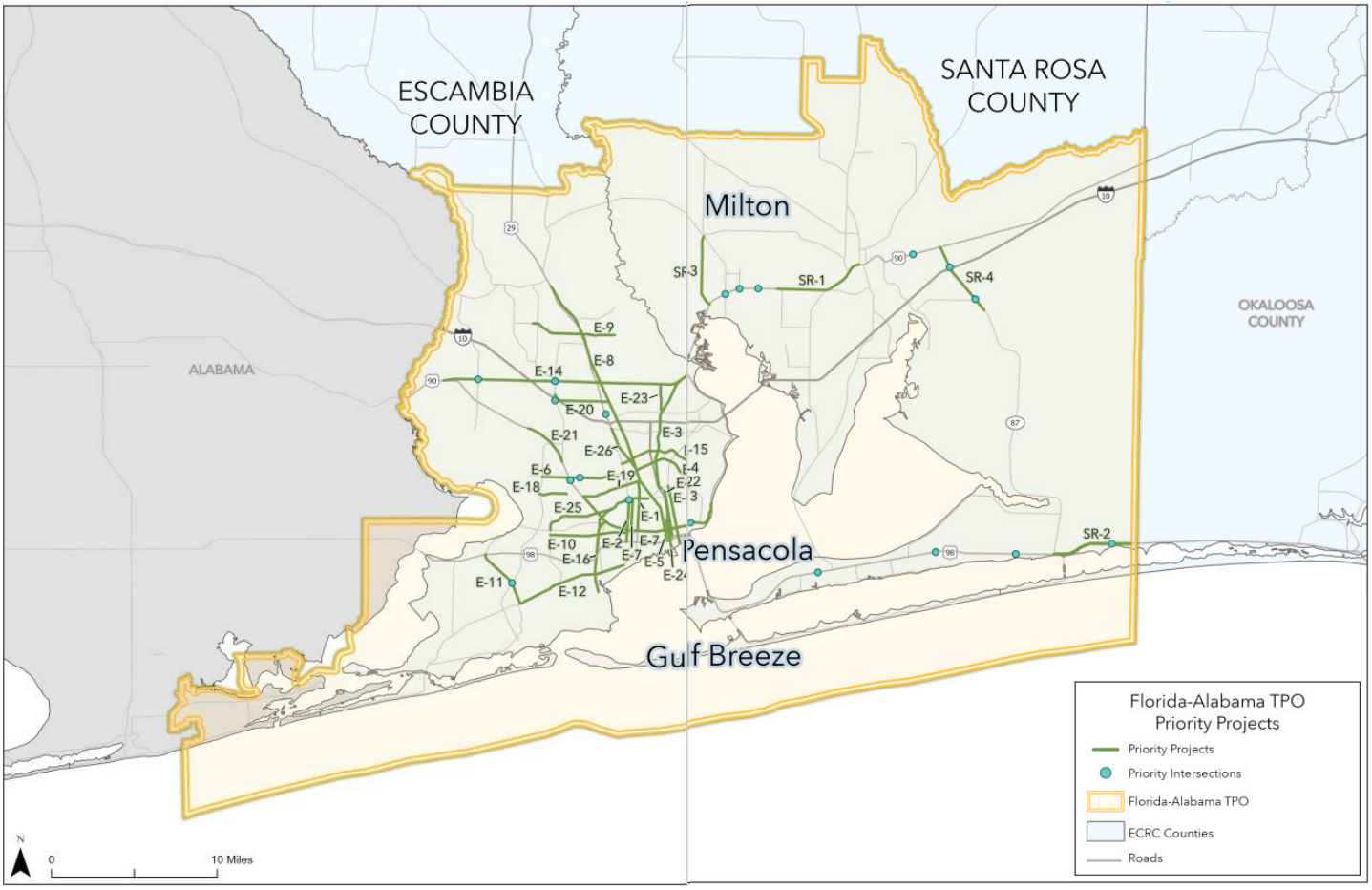
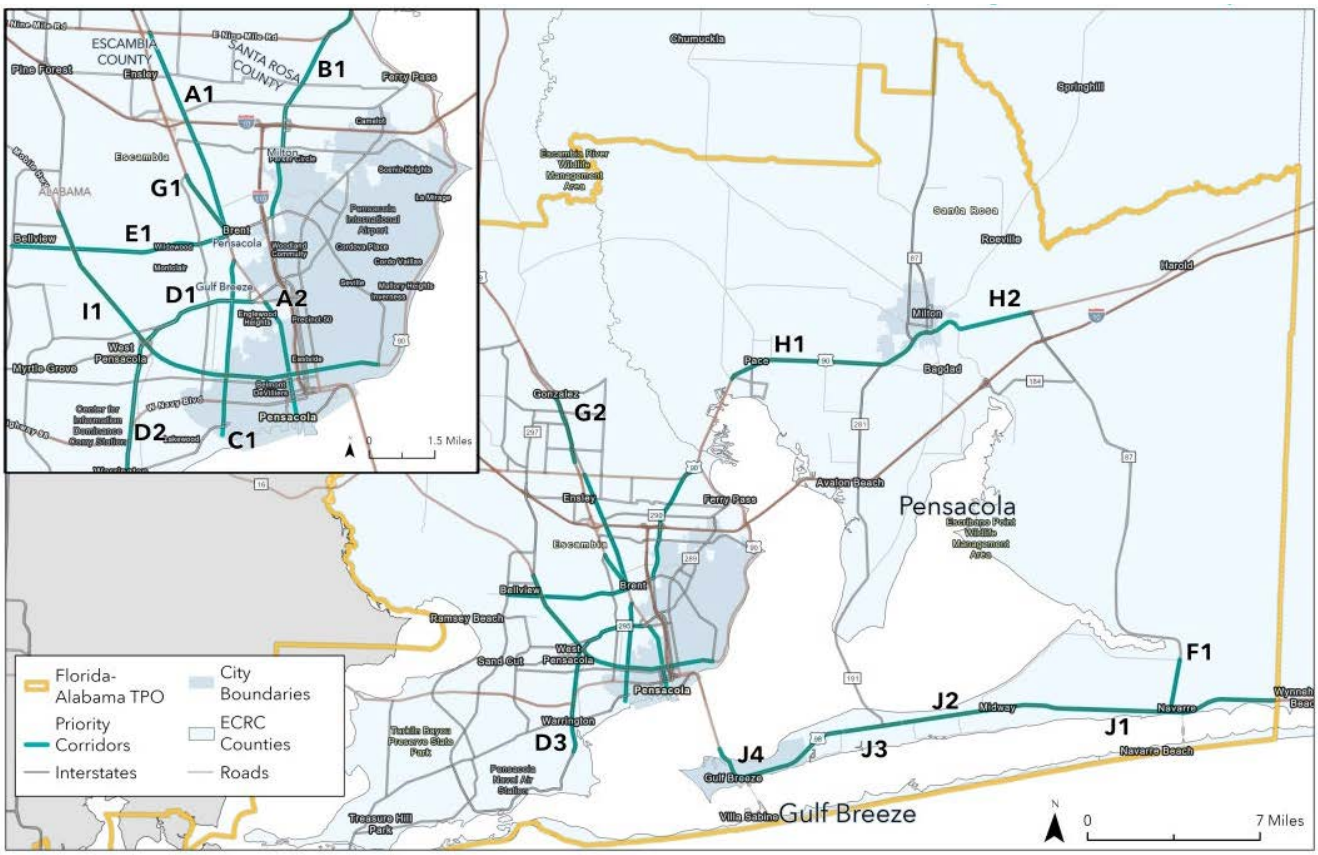


Figure 18. Safe Streets and Roads for All Priority Projects (Map and Table)



Florida-Alabama TPO Priority Projects					
Segment Number	Roadway	Begin	End	County	Jurisdiction
Escambia-1	S PACE BLVD	US 90/W CERVANTES ST	US-29/SR-95	Escambia	State
Escambia-2	N W ST	US-98/SR-30	SR-295/W FAIRFIELD D	Escambia	State
Escambia-3	US 90/N DAVIS HWY	SR-295/E FAIRFIELD D	US 90/9 MILE RD	Escambia	State
Escambia-4	BRENT LN/SR-296	US-29/SR-95/N PALAFOX	N 12TH AVE	Escambia	State
Escambia-5	US 29/N PALAFOX ST	DIAMOND DIARY RD	GARDEN ST	Escambia	State
Escambia-6	W MICHIGAN AVE/ SAUFLEY FIELD RD	MILLVIEW RD	FAIRVIEW DR	Escambia	State
Escambia-7	US-90/W CERVANTES ST	HYDE PARK RD	MASSACHUSETTS AVE	Escambia	State
Escambia-8	N HWY 95A	US-29/SR-95	US-29/SR-95	Escambia	County
Escambia-9	W KINGSFIELD RD	HWY 297A	CHEMSTRAND RD	Escambia	County
Escambia-10	W JACKSON ST	SR-727	CR-453/W ST	Escambia	State
Escambia-11	SR 297/DOG TRACK RD	SR-292	US-98/SR-30	Escambia	State
Escambia-12	SR-292/GULF BEACH HWY/BARRANCAS AVE	CR-297/DOG TRACK RD	LEMHURST RD	Escambia	State
Escambia-13	SR 289/N 9TH AVE	BAYFRONT PKWY	FAIRFIELD DR	Escambia	State
Escambia-14	N DAVIS HWY	US-90/SR-10A/MOBILE	ESCAM/SNTA CNTY LINE	Escambia	State
Escambia-15	AIRPORT BLVD	N W ST	N 12TH AVE/TIPPIN AVE	Escambia	State
Escambia-16	S NAVY BLVD/SR-295	N END BAYOU GRANDE	48080016 NB ON	Escambia	State
Escambia-17	N T ST	US-90/SR-10A	W FAIRFIELD DR	Escambia	State
Escambia-18	CERNY RD	SR-173	MARLANE DR	Escambia	State
Escambia-19	MASSACHUSETTS AVE	US 90	US-29/SR-95	Escambia	State
Escambia-20	W DETROIT BLVD	SR-297	US29/SR95/PENSACOLA	Escambia	State
Escambia-21	US 90/W CERVANTES ST	KLONDIKE RD	FAIRGROUNDS	Escambia	State
Escambia-22	N ALCANIZ ST	E WRIGHT ST	E FAIRFIELD DR	Escambia	State
Escambia-23	UNIVERSITY PKWY	SR-291	US-90A/SR-10/E NINE	Escambia	State
Escambia-24	N TARRAGONA ST	E BLOUNT ST	SR-196/E MAIN ST	Escambia	State
Escambia-25	W FAIRFIELD DR/CR-727	LILLIAN HWY	US-90/SR-10A/MOBILE	Escambia	State
Escambia-26	US-29/PENSACOLA BLVD	DIAMOND DAIRY RD	BRENT LN	Escambia	State
Santa Rosa-1	HWY 90	PACE LN	SR-87/STEWART ST	Santa Rosa	State
Santa Rosa-2	US 98/NAVARRE PKWY	SR-87	OKALOOSA COUNTY LINE	Santa Rosa	State
Santa Rosa-3	WOODBINE RD	US 90/SR 10	CHUMUKLA HWY	Santa Rosa	County
Santa Rosa-4	HWY 87 S	FARRINGTON RD	US-90/SR-10	Santa Rosa	State

Figure 19. Congestion Elimination Plan Priority Corridors (Map and Table)



Project ID	Segment Name	From	To
A1	CR-95A/Palafox St	US-90A/SR 10/Nine Mile Rd	SR-296/Brent Ln/Beverly Pkwy
A2	CR-95A/Palafox St	SR-752/Texar Dr	Main St
B1	SR-291/Davis Hwy	SR-296/Brent Ln	US-90/SR-10/Scenic Hwy
C1	SR-292/Pace Blvd	South of W McLeod St	US-29/SR-95/Palafox St
D1	SR-295/Fairfield Dr	US-90/SR-10A/Mobile Hwy	SR-752/Texar Dr
D2	SR-295/Fairfield Dr	US-98/SR-30	US-90/SR-10A/Mobile Hwy
D3	SR-295/Navy Blvd/New Warrington Rd	US-90/SR-10A/Mobile Hwy	Bayou Grand Bridge
E1	SR-296/Michigan Ave/Beverly Pkwy/Brent Ln	SR-173/Blue Angel Pkwy	US-29/SR-95/Palafox St
F1	SR 87	US-98/SR-30/Navarre Pkwy	E Bay Blvd/Turkey Bluff Rd
G1	US-29/SR-95/Palafox St/ Palafox St	North W St	SR-296/Beverly Pkwy/Brent Ln
G2	US-29/SR-95/Pensacola Blvd	Nine & Half Mile Rd	Old Chemstrand Rd
H1	US-90/SR-10	Woodbine Rd	Ward Basin Rd
H2	US-90/SR-10	Ward Basin Rd	SR-87
I1	US-90/SR-10A/Cervantes St/ Mobile Hwy	SR-297/Pine Forest Rd	SR-296/Perry Ave
J1	US-98/SR-30/Gulf Breeze Pkwy/ Navarre Pkwy	East Bay Blvd	Okaloosa County Line
J2	US-98/SR-30/Gulf Breeze Pkwy	Tiger Point Blvd	East Bay Blvd
J3	US-98/SR-30/Gulf Breeze Pkwy	Oriole Beach Rd	Tiger Point Blvd
J4	US-98/SR-30/Gulf Breeze Pkwy	South of Pensacola Bay Bridge	Oriole Beach Rd

1.14 ECRC Military Installation Resilience

ECRC received a grant from the Defense Department Office of Local Defense Community Cooperation Military Installation Sustainability program for the development of a Military Installation Resilience Review (MIRR), finalized in October 2024.[11] The purpose of the MIRR is to assist the Northwest Florida region assess, plan, prioritize, and implement resilience actions and projects to provide critical services and infrastructure to support and maintain mission assurance and mission-essential functions. The Emerald Coast MIRR spans five counties, Escambia, Santa Rosa, Okaloosa, Walton, and Bay; and six key installations, Naval Air Station (NAS) Pensacola, NAS Whiting Field, Eglin Air Force Base (AFB), Hurlburt Field, Naval Support Activities (NSA) Panama City, and Tyndall AFB (**Figure 20**). Consistent with state of Florida Standardized Vulnerability Assessment Scope of Work guidance, 2040 and 2070 projections were used to forecast the shocks and stresses the installations and their surrounding communities face. The vulnerability assessment completed in the fall 2023 identified top shocks and stresses affecting the region and the installations' mission readiness. These include sea level rise and flooding, extreme heat, shoreline erosion, energy and fuel supply stress, and affordable housing. To address these vulnerabilities, recommendations range from formalized cooperative planning to investments for shoreline protection, stormwater management, roadway enhancements, resilient utilities, Complete Streets improvements, land management, resilience, and affordable housing. The resilience plan for each installation includes a funding strategy aligning grant opportunities with actionable projects that will ensure the military installations and surrounding communities survive, recover, adapt, and thrive. The MIRR recognized related initiatives such as the regional designation of the **Northwest Florida Sentinel Landscape**, the **Pensacola and Perdido Bays Estuary Program**, and the **Emerald Coast Area Resilience Collaborative**. With respect to the FL-AL TPO and this LRTP, MIRR projects were incorporated into the Needs Plan for:

- Naval Air Station Pensacola (Escambia County)
- Naval Air Station Whiting Field (Santa Rosa County)
- Eglin Air Force Base (Santa Rosa County, extending into Okaloosa and Walton Counties)

Transportation project recommendations included SR 173 (Blue Angel Parkway) [MIRR ranking score 5.7 / 10], SR 292 (Gulf Beach Highway / Sorrento Road) [MIRR ranking score 4.9 / 10], US 98 Congestion Relief [MIRR ranking score 8.0 / 10], SR 295 (Navy Boulevard) [MIRR ranking score 5.1 / 10], Munson Highway SR 87A Connector [MIRR ranking score 5.6 / 10]; Highway 90 [MIRR ranking score 4.8 / 10], SR 87 [MIRR ranking score 3.0 / 10], and Regional Intelligent Traffic Management [MIRR ranking score 5.7 / 10]. These projects resulted in a *High* risk rating, and *High* risk to mission-critical assets.

The highest possible vulnerability score was a 10. Of the 64,908 assets analyzed in the MIRR, the average and median vulnerability scores were 2.9 and 2.8. The highest-scoring transportation project is the US 98 Congestion Relief Package (**Figure 21**) which includes: capacity widening on US 98, advancing the Navarre

[11] https://ecrc.org/programs/military/military_installation_resilience_review_(mirr)/index.php

Community Access Road project, advancing the Hurlburt Field West Gate Collector Road project, and advancing the Connector Road project. These projects are all part of the Needs Plan and have been coordinated with the adjoining Okaloosa-Walton TPO.

Figure 20. MIRR Installations

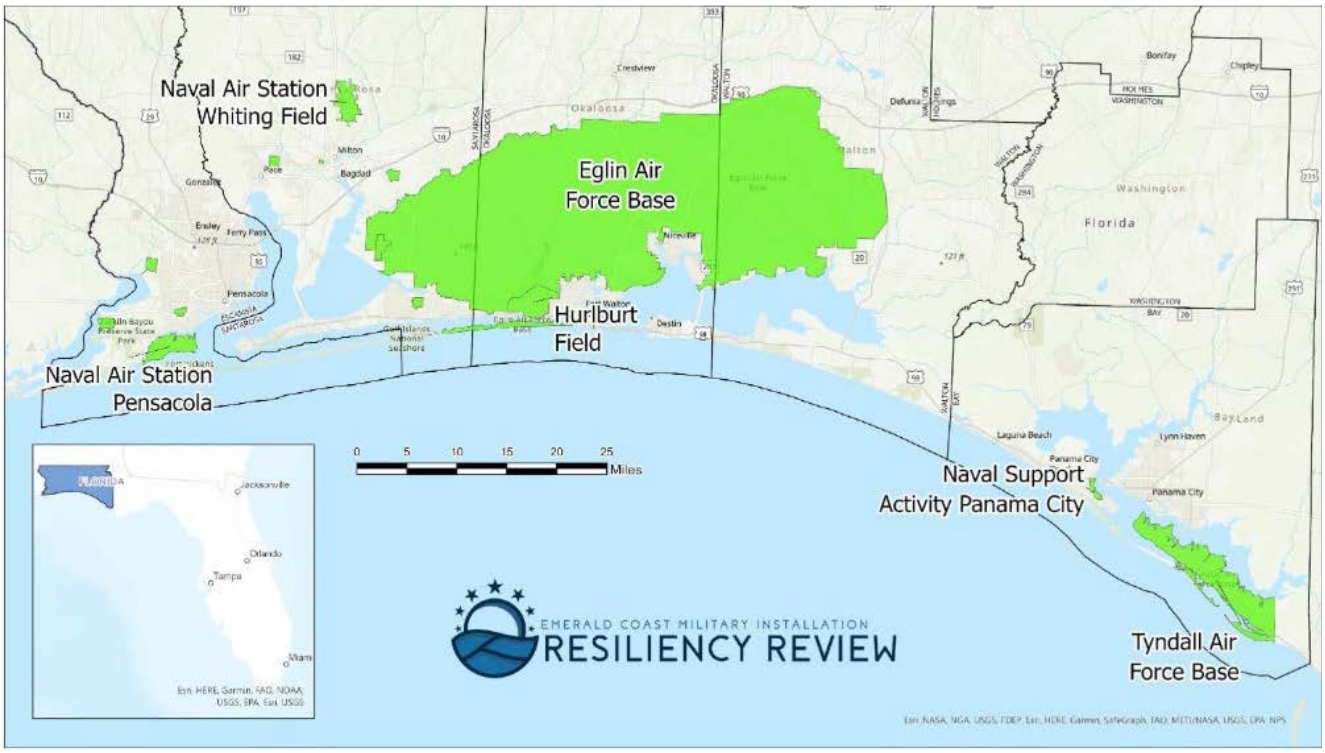
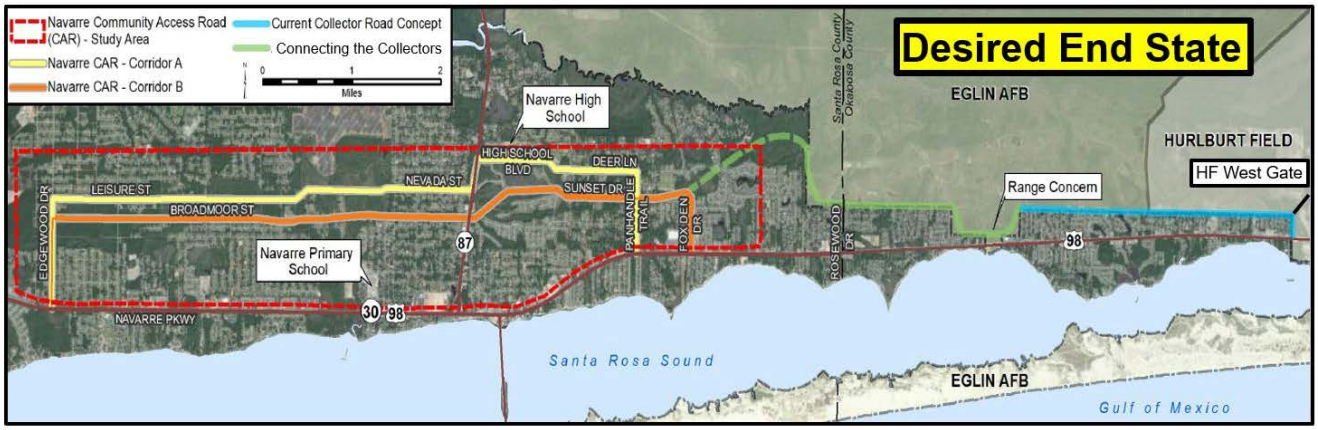


Figure 21. US 98 Congestion Relief Package



1.15 Federal Requirements and Emphasis Areas

Federal law requires an MPO to address ten Planning Factors (**Table 1**) as a part of its planning processes: (1) Safety, (2) Security, (3) Accessibility and Mobility, (4) Multimodal Connectivity, (5) System Preservation, (6) Economic Vitality, (7) Environmental Quality, (8) System Efficiency, (9) Resiliency & Reliability, and (10) Travel & Tourism. These factors are summarized in the table below, as summarized from the FDOT MPO Program Management Handbook (August 2023). **Appendix B** contains a checklist to show how these factors are met in this LRTP. The degree of consideration and analysis of the factors should be based on the scale and complexity of the area's issues and will vary depending on the unique conditions of the area.

Table 1. Federal Planning Factors

Item	Planning Factor	Description	Source
1	Safety	Increase the safety of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(2)
2	Security	Increase the security of the transportation system for motorized and non-motorized users.	23 CFR 450.306(b)(3)
3	Accessibility & Mobility	Increase accessibility and mobility of people and freight.	23 CFR 450.306(b)(4)
4	Multimodal Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	23 CFR 450.306(b)(6)
5	System Preservation	Emphasize the preservation of the existing transportation system.	23 CFR 450.306(b)(8)
6	Economic Vitality	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	23 CFR 450.306(b)(1)
7	Environmental Quality	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.	23 CFR 450.306(b)(5)[12]
8	System Efficiency	Promote efficient system management and operation.	23 CFR 450.306(b)(7)

[12] Added in 2021: Subsec. (h)(1)(E). Pub. L. 117–58, §11201(d)(3), inserted ", housing," after "growth"

Item	Planning Factor	Description	Source
9	Resiliency & Reliability	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	23 CFR 450.306(b)(9)
10	Travel & Tourism	Enhance travel and tourism.	23 CFR 450.306(b)(10)

The passage of the Fixing America's Surface Transportation (FAST) Act on December 4, 2015 and the final rulemaking as of May 27, 2016 resulted in two planning factors: (1) improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation; and (2) enhancing travel and tourism. With the Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) which became law on November 15, 2021, Planning Emphasis Areas were issued by the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) on December 30, 2021 and are discussed in the sections below. The IIJA introduced new planning requirements, outlined in **Table 2**. Additional Planning Emphasis Areas (PEAs), Expectations, and Emerging Issues are discussed in the following sections.

Table 2. Federal Planning Requirements

Item	Factor	Description	Source
1	Public Involvement	States and MPOs may use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process.	IIJA/BIL §11201 23 USC 134(i)(6)(D) & 135(f)(3)(C)
2	Transportation Management Area (TMA) MPO equitable and proportional representation	For MPOs serving a TMA, in designating officials or representatives for the MPO for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the equitable and proportional representation of the population of the metropolitan planning area.	IIJA/BIL §11201 23 USC 134(d)(3)(D)
3	Data	When more than one MPO has been designated to serve a single urban area, the MPOs serving that urban area shall ensure, to the maximum extent practicable, the consistency of any data used in the planning	IIJA/BIL §11201 23 USC 134(g)(4)

Item	Factor	Description	Source
		process, including information used in forecasting travel demand.	
4	Housing	Better connecting housing and employment is added to the purposes of the transportation planning process. MPOs are encouraged to consult with officials responsible for other planning activities in the area including housing to coordinate its transportation planning process with these activities to the maximum extent practicable. MPOs shall include affordable housing organizations among the list of stakeholders and agencies whom the MPO shall provide a reasonable opportunity to be involved in the metropolitan transportation planning process. The metropolitan and statewide planning processes shall provide for consideration of projects and strategies that promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns. Participation by Interested Parties - Each MPO shall provide affordable housing organizations with a reasonable opportunity to comment on the Metropolitan Transportation Plan (MTP). MPOs serving a TMA may address the integration of housing, transportation, economic development strategies through a housing coordination process, and may develop a housing coordination plan as part of the transportation planning process.	IIJA/BIL §11201 23 USC 134(a)(1) 23 USC 134(g)(3) 23 USC 134(h)(1)(E) 23 USC 134(i)(6)(A) 23 USC 134(k)(4)

Item	Factor	Description	Source
5	Fiscal Constraint	The outer years of the MTP are defined as "beyond the first 4 years" of the MTP (previously, the outer years of the MTP were defined as beyond the first 10 years of the plan). (IIJA/BIL Sec. 11202) For the outer years of the MTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	IIJA/BIL §11201, 11202

1.16 Federal Expectations and Emerging Issues

Metropolitan Planning Organization Advisory Council (MPOAC), in consultation with FDOT, FHWA, and the Federal Transit Administration (FTA), issued Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs January 2018). The memo documents the federal expectations for meeting the requirements to be addressed in the next cycle of LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively. **Table 3** summarizes the 2018 Federal Expectations and Emerging Issues. The 2018 Expectations builds from the previous 2008 Expectations which includes: 20-year Planning Horizon, incorporating of Planning Factors, Year of Expenditure and Fiscal Constraint requirements, NEPA approvals for planning consistency with STIP / TIP; Environmental Mitigation, Congestion Management Process, Agency and Tribal Consultation, and Public outreach to underserved populations. At that time, the Emerging Issues included Indirect and Cumulative Impacts, Multimodal Feasibility, Performance Measurement, Air Quality, and Climate Change.

FHWA and FTA issued 2021 Planning Emphasis Areas for Use in the Development of Metropolitan and Statewide Planning and Research Work Programs (December 30, 2021). The memo is intended only to provide clarity regarding existing requirements. **Table 4** summarizes the 2021 Federal Planning Emphasis Areas. FHWA confirmed on December 21, 2023 there are no new federal emphasis areas that were considered in the development of the 2050 Goals and Objectives.

Table 3. Federal Expectations and Emerging Issues

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

Item	Expectation/Issue	Description	Source
7	Environmental Mitigation	The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan.	Jan 2018 Strategies Memo and 23 CFR 450.324(f)(10)
8	Congestion Management	Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP.	Jan 2018 Strategies Memo and 23 CFR 450.322
9	Americans with Disabilities Act (ADA) Transition Plans	Serve as a resource for information and technical assistance in local government compliance with ADA.	Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR 35.150(d)
10	Multimodal Feasibility	The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.	Jan 2018 Strategies Memo and 23 CFR 450.324
11	Transit Asset Management	The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets.	Jan 2018 Strategies Memo and 23 CFR 450.306(d)
12	Mobility on Demand	Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates.	Jan 2018 Strategies Memo

Item	Expectation/Issue	Description	Source
13	Agency Consultation	There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction.	Jan 2018 Strategies Memo
14	Summary of Public Involvement Strategies	Summarize outreach information and append additional information to LRTP.	Jan 2018 Strategies Memo
15	Impact Analysis / Data Validation	Have and document a proactive, effective public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan.	Jan 2018 Strategies Memo
16	FDOT Revenue Forecast	Include the FDOT Revenue Forecast in the appendices that support the LRTP.	Jan 2018 Strategies Memo
17	Sustainability and Livability in Context	Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users.	Jan 2018 Strategies Memo
18	Scenario Planning [13]	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo

[13] The FL-AL TPO 2050 LRTP Scope does not include Scenario Planning.

Table 4. Federal Planning Emphasis Areas

Item	Expectation	Description	Sources
1	Complete Streets	Plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.	2021 Planning Emphasis Area Memo
2	Public Involvement	Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.	2021 Planning Emphasis Area Memo
3	Strategic Highway Network (STRAHNET) / U.S. Department of Defense (DOD) Coordination	Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.	2021 Planning Emphasis Area Memo
4	Federal Land Management Agency (FLMA) Coordination	Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan	2021 Planning Emphasis Area Memo
5	Planning and Environmental Linkages (PEL)	Implement PEL as part of the transportation planning and environmental review processes to consider environmental, community, and economic goals early in the transportation planning process.	2021 Planning Emphasis Area Memo
6	Data	Incorporate data sharing and consideration into the transportation planning process.	2021 Planning Emphasis Area Memo

*** Table Note:** Does not include items rescinded by subsequent Presidential Executive Order and FHWA direction in March 2025.

1.17 State Guidance and Emphasis Areas

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

*A discussion of the following state planning documents is found in the **Goals and Objectives** report:*

- *FL Transportation Plan*
- *FL Strategic Highway Safety Plan and Highway Safety Improvement Program*
- *FL Freight and Mobility Trade Plan*
- *FL Bicycle and Pedestrian Strategic Safety Plan*
- *FL Greenways and Trails System Plan*
- *FL Shared Use Non-Motorized (SUN) Trail Program*
- *FL Intelligent Transportation System Strategic Plan*
- *FL Electric Vehicle Infrastructure Master Plan*
- *FL Rail System Plan*
- *FL Strategic Intermodal System Plan*
- *FL Aviation System Plan*
- *FL Seaport System Plan and Waterways System Plan*

- *AL Statewide Transportation Plan*
- *AL Strategic Highway Safety Plan*
- *AL Bicycle and Pedestrian Plan*
- *AL Intelligent Transportation System Strategic Plan*
- *AL Statewide Freight Plan*

1.17.1 FDOT Planning Emphasis Areas

Consistent with the federal planning factors, FHWA, FTA, and FDOT periodically issue Planning Emphasis Areas (PEAs) in order to encourage transportation planning agencies to give priority to issues in the Unified Planning Work Programs (UPWP). MPOs are encouraged to consider the PEAs in modal planning for future system improvements. FDOT provides guidance on the PEAs that are encouraged to be incorporated (or given priority and emphasis) in the UPWP and LRTP. [14]

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the 2055 Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the goals of the 2055 Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources. The previous FL Planning Emphasis Areas are summarized in **Table 5**. These three Planning Emphasis Areas are explained in detail in this Long-Range Transportation Plan. The current (2021) FL Planning Emphasis Areas are summarized in

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

Table 6. Goals of the 2055 Florida Transportation Plan (FTP) are included: A secure and agile transportation system; Efficient and reliable movement of people and freight; Safer travel for all users; Support robust economic competitiveness; and Enhance and Preserve Communities and Natural Resources.

Table 5. Previous FL State Planning Emphasis Areas

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

Table 6. Current FL State Planning Emphasis Areas

Item	Emphasis Area	Strategy
1	Safety	Advancing Florida's highest priority- the target of zero fatalities and serious injuries on the transportation system.
2	Equity	Advancing access to opportunity for affordable transportation services and information access options for all ages and abilities and throughout underserved communities.
3	Resiliency	Adapting to changing conditions and preparing for, withstanding, and recovering from disruption.
4	Emerging Mobility	Transforming the transportation system through automated, connected, electric, and shared (ACES) vehicles as well as other non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.

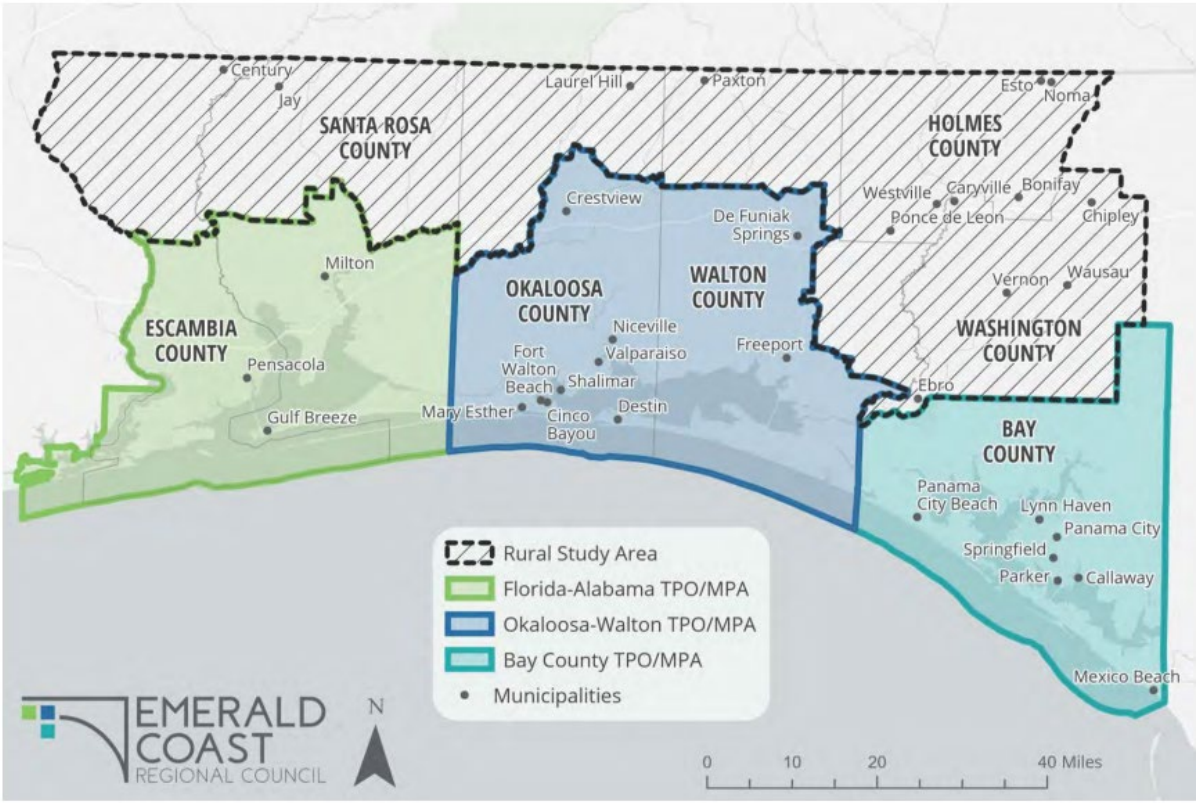
1.17.1.1 Rural Transportation Planning

ECRC completed a Rural Transportation Plan in February 2023. The report is found at the ECRC Rural Transportation Plan site:

https://www.ecrc.org/programs/transportation_planning/rural_regional_transportation_plan.php

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions. The Regional Rural Transportation Plan, adopted February 8, 2023, serves as a blueprint for maintaining and enhancing the region's rural transportation system in the rural areas shown in **Figure 22.**

Figure 22. ECRC Regional Rural Plan Area



1.17.1.2 Transportation Performance Measures

FHWA finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. **Appendix E** contains the Systems

Performance Report which tracks the measures, with additional discussion in this Long-Range Transportation Plan.

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

FHWA has identified the change transportation is undergoing due to new technology and institutions, such as shared mobility firms. Despite the unpredictability of the transportation landscape, planners are under pressure to develop long-range, performance-oriented policies, plans, and investment decisions. Adopting and supporting innovative technologies and business practices supports the goals of the 2055 Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, TPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

The following policy language is provided in accordance with the recommendation of the FDOT Office of Policy Planning, per the November 2018 report completed by FDOT and Florida State University Department of Urban & Regional Planning. [15]

> *As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guide ways, clear signage, well-maintained roadways, curb adjustments (for ADA considerations), etc. These changes will improve the safety and efficiency of autonomous vehicles. Safety standards will need to be established and monitored related to personal and vehicle safety and cybersecurity. Coordination between transit agencies and TPOs is essential for efficient adoption. Autonomous transit will allow for increased transit ridership leading to a reduction in parking demand and higher density in urban centers. Coordination between land use planning and transportation planning will be necessary as these changes occur.*

1.17.1.4 Safety

With this Emphasis Area, FDOT is placing importance on a target of zero fatalities and serious injuries on the transportation system. To implement, ECRC is providing assistance to the FL-AL TPO through the Seven-Layer Cake initiatives, discussed and incorporated into this 2050 LRTP. The elements include the SS4A Safety Action Plan, Smart Regions Plan, Data Analytics Plan, and the Congestion Elimination Plan, all supporting and integrating with the construction of the new Regional Transportation Management Center (RTMC) with groundbreaking in November 2025. In addition, safety factors were included as part of the Evaluation Criteria to rank Needs Plan projects in Goal A (Safety and Security) with the highest weight (25%).

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

1.17.1.5 Equity

With this Emphasis Area, FDOT is placing importance on inclusion of all ages and abilities and underserved communities. The FL-AL 2050 Public Involvement Plan addresses strategies to achieve the desired outreach. In addition, equity analysis was included as part of the Evaluation Criteria to rank Needs Plan projects. Additional emphasis was given to affordable housing and equity in Goal F (Quality of Life) in the Evaluation Criteria applied to Needs Plan projects.

1.17.1.6 Resiliency

With this Emphasis Area, FDOT is placing importance on the ability of the transportation system to adapt, withstand, and recover. Development of the Needs Plan included consideration of projects that would improve resilience most notably with the ECRC MIRR, incorporated into this LRTP, which identified resiliency projects associated with the area's military installations. MIRR projects were incorporated into the Needs Plan. In addition, with the 2050 emphasis on resiliency, a new measure was added in Goal A (Safety and Security) to look at the transportation network within storm surge zones, in the Evaluation Criteria applied to Needs Plan projects.

1.17.1.7 Emerging Mobility

With this Emphasis Area, FDOT is placing importance on not only electric vehicles, but also other non-traditional vehicles such as on-demand bike and rideshare, and micromobility. The Evaluation Criteria D (Multimodal) was given additional emphasis with transit and trail considerations, and applied to Needs Plan projects. In researching Needs Plan projects, additional consideration was given to mobility considerations identified in Community Redevelopment Area (CRA) plans, some of which identified needs for electric vehicle charging stations in underserved areas.

1.17.2 ALDOT Planning Emphasis Areas

ALDOT does not have additional Planning Emphasis Areas. The following were considered and incorporated into development of the Goals and Objectives and potential Needs Plan projects for this LRTP:

- AL Statewide Transportation Plan
- AL Strategic Highway Safety Plan (SHSP)
- AL Bicycle and Pedestrian Plan
- AL Intelligent Transportation System Strategic Business Plan
- AL Statewide Freight Plan.

1.18 Regional and Local Planning Integration

Florida Statute 339.175, regarding the MPO defines the Legislative intent:

> *to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas of this state while minimizing transportation-related fuel consumption, air pollution, and greenhouse gas emissions through metropolitan transportation planning processes . . .*

F.S. 339.175 (7) requires:

> *The long-range transportation plan must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the M.P.O. Each M.P.O. is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions.*

Regional and local planning documents were therefore examined to evaluate policy goals and objectives that have direct relevance to the transportation system. Most plans focused on quality of life, connectivity, land use, transit and economic development improvements based on needs identified through cooperation with the public and other stakeholders. The Goals and Objectives document more fully explains the military, housing, environmental, transit, state, regional and local documents that were studied as part of this LRTP. The following planning documents were reviewed in establishing Goals and Objectives and Needs Plan projects:

Comprehensive, Regional, Transit, Housing, and Environmental Plans

- ECRC Comprehensive Economic Development Strategy
- ECRC Seven-Layer Cake (Safety)
- ECRC FL-AL Ped / Bike / Trails Master Plan
- ECRC Corridor Master Plans
- ECRC Regional Rural Transportation Plan
- Escambia County FL Comprehensive Plan
- Santa Rosa County FL Comprehensive Plan
- Santa Rosa County FL Strategic Plan
- Baldwin County AL Master Plan
- Perdido Key Master Plan
- Escambia County Mid-West Sector Plan
- OLF8 Master Plan
- Beulah Master Plan
- Pensacola and Perdido Bays Estuary Program
- Carpenter Creek and Bayou Texar Watershed Management Plan
- Re-Imagine Jackson Street
- Consortium Consolidated Plan (Housing)
- Escambia County Area Transit
- Florida Wildlife Corridor

Military and Federal Land Management Plans

- Naval Air Station Pensacola Compatible Use Study

- ECRC Military Installation Resilience Review
- Eglin Air Force Base Joint Land Use Study
- Eglin Air For Base Installation Natural Resources Management Plan
- Eglin Air Force Base Air Installations Compatible Use Zone
- Whiting Field Joint Land Use Study
- Northwest Florida Sentinel Landscape
- Great American Defense Community
- National Park Service Gulf Islands National Seashore Management Plan

Local Plans

- City of Pensacola Mayoral Transition Committee Report
- City of Pensacola Active Transportation Plan
- City of Milton Comprehensive Plan
- City of Gulf Breeze Strategic Plan
- City of Orange Beach Transportation Master Plan
- City of Orange Beach Community Preservation and Growth Management Plan
- South Santa Rosa Bicycle-Pedestrian Plan
- Pensacola Beach Master Plan
- Pensacola Beach Congestion Management Plan
- Milton / Bagdad Riverfront Master Plan
- Pace / Pea Ridge Bicycle-Pedestrian Plan
- Pensacola Waterfront Framework Plan
- Pensacola Vulnerability Assessment

Plans / Initiatives for Future Consideration

- We Are Perdido (Escambia County)
- Preserve Navarre (Santa Rosa County)
- East Milton Master Plan (Santa Rosa County)
- Pensacola Beach Advocates (Escambia County)

Community Redevelopment Agency / Area (CRA) plans were reviewed to linkages to housing and transportation / transit needs, as identified in the Consortium (Housing) Consolidated Plan. Nine CRA Redevelopment Districts have been designated by Escambia County under Florida Statutes (F.S.) Chapter 163, Part III, the Community Redevelopment Act or 1969. The Escambia County designated redevelopment districts include the following, comprising approximately 25 square miles of unincorporated Escambia County:

- Atwood Redevelopment District
- Barrancas Redevelopment District
- Brownsville Redevelopment District
- Cantonment Redevelopment District
- Englewood Redevelopment District
- Ensley Redevelopment District
- Oakfield Redevelopment District
- Palafox Redevelopment District
- Warrington Redevelopment District

These CRA plans were reviewed and incorporated in this LRTP for Goals and Objectives and Needs Plan projects.

The City of Pensacola designated redevelopment districts include the following:

- Urban Core
- Westside
- Eastside
- Pensacola Inner City

These City CRA plans were reviewed and incorporated in this LRTP for Goals and Objectives and Needs Plan projects. The City of Pensacola completed a system-wide update of these plans during the development of this LRTP. Project-specific CRA recommendations from the updated CRA Plans were not fully available to be incorporated into this 2050 Needs Plan and will need to be incorporated into the 2055 LRTP process.

City of Pensacola CRA Plans include linkages to affordable / attainable housing development options under consideration, including redevelopment of the former Baptist Hospital campus, which will be a significant land use change. Other City of Pensacola planning documents considered and incorporated in development of this LRTP include:

- SCAPE Pensacola Framework Plan (2019)
- West Main Master Plan (2019)
- West Moreno (2016)
- Main Street Corridor Management Plan (2015)
- Pensacola Historic District Master Plan (2004)
- Pensacola Waterfront Development Plan (2000)
- Hollice T. Williams Greenway Framework Plan (2022)
- West Cervantes Street Corridor Management Plan (2016)
- Port of Pensacola, Portside Pensacola (2019)
- Pensacola International Airport (PNS) Master Plan (2018)
- Active Transportation Plan (2023)

The City of Milton designated redevelopment districts include the following:

- CRA Area
- CRA II North
- CRA III South

These City CRA plans were reviewed and incorporated in this LRTP for Goals and Objectives and Needs Plan projects.

ECRC held a discussion on Regional Coordination at the Regional TPO meeting (February 2, 2024). While no action was taken, there was general discussion regarding the need for collaboration across the three ECRC TPOs on various topics such as economic vitality, congestion management, connectivity, and trails. As part of the discussion there was a workshop to review potential alignment of regional goals and objectives across the three TPOs to help further regional needs and priorities, and consistency of data to support decision making.

The following themes were consolidated as comment Goals and Objectives for the three LRTPs of the three ECRC TPOs.

The FL-AL 2050 Goals and Objectives are consistent with the common regional Goals and Objectives:

- Safe and secure for residents, visitors, and commerce;
- Integrated for the movement of people and goods;
- Operated and maintained efficiently;
- Protects, preserves, and enhances a high quality of life;
- Multimodal and innovative;
- Consistent, continuing, cooperative, and comprehensive in the planning process;
- Maintains acceptable travel conditions;
- Meets user needs;
- Respectful of the environment, public health, and vulnerable users; and
- Optimizes mobility.

Because of the additional emphasis on housing, federal land management, tourism, and resiliency, the following additional discussion is provided on relevant plans that were reviewed and incorporated into the development of this LRTP Goals and Objectives and Needs Plan projects. The Seven-Layer Cake initiative is discussed in **Section 1.13**. The MIRR is discussed in **Section 1.14.**

Consortium Consolidated Plan (Housing)

The Escambia Consortium, comprised of Escambia County, the City of Pensacola, and Santa Rosa County, develops the Escambia Consortium's 2024-25 Annual Housing and Community Development Plan. The Plan defines recommendations regarding housing and community development needs, goals, and objectives to support priorities identified in the 2020-24 Consolidated Plan. Santa Rosa County is a member of the Escambia HOME Investment Partnerships Program (HOME) Consortium together with Escambia County and the City of Pensacola in order to receive HOME Investment Partnerships Program funds from the U.S. Department of Housing and Urban Development (HUD) regarding Community Development Block Grant (CDBG) and Home Investment Partnerships Program (HOME) funds for affordable housing, including State Housing Initiatives Partnership (SHIP) program. With respect to linking housing with the LRTP objectives, the Consortium's infrastructure goal includes the following objective in the Action Plan:

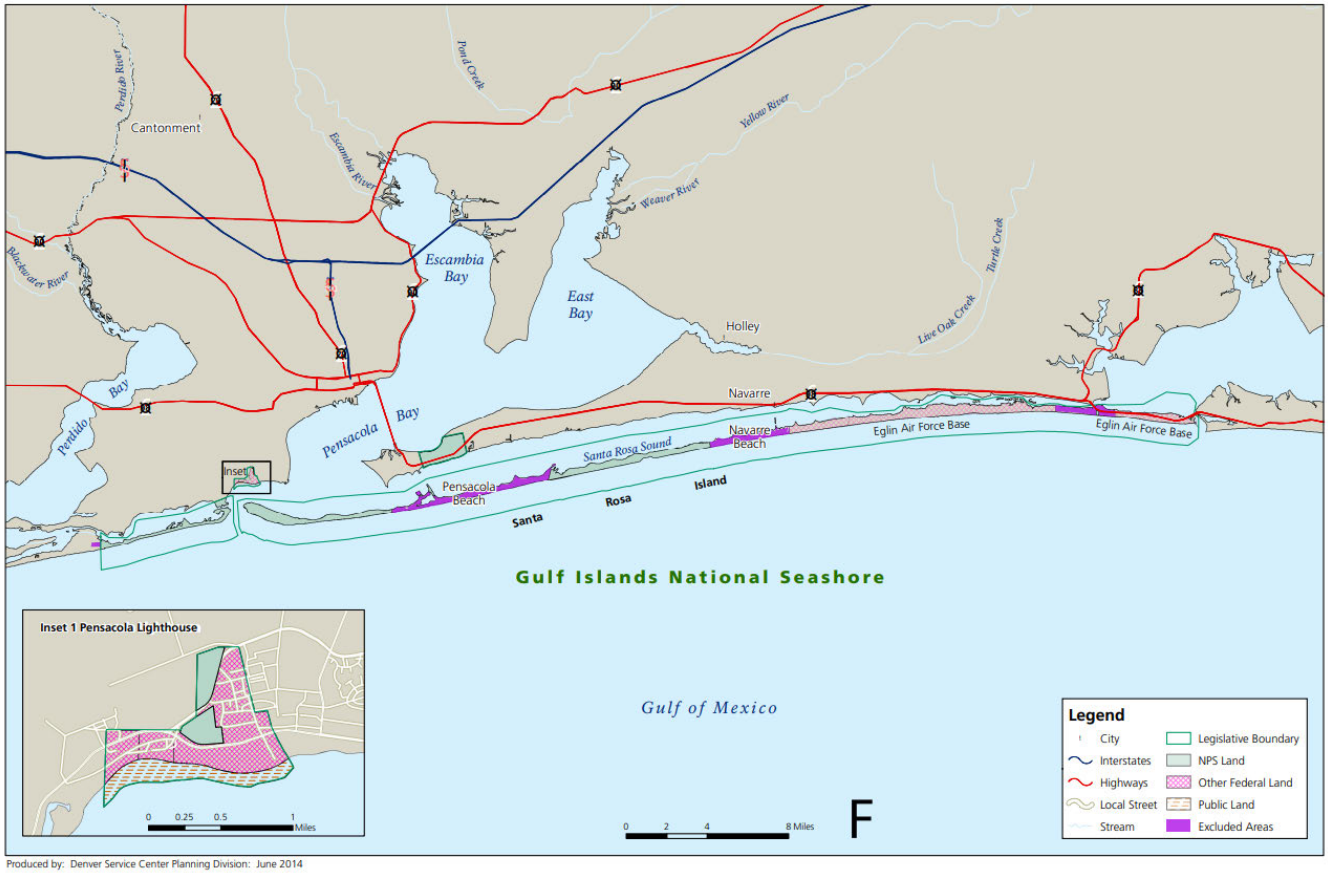
> *Public improvements include, but are not limited to, streets, sidewalks, water and sewer lines, fire hydrants, street lighting, and stormwater management. Projects will be prioritized in CRAs.*

Federal Land Management

The Goals and Objectives document discusses the in-depth evaluation and consideration of federal land management and military planning linkages. One is further highlighted below as it relates to resilience, tourism, federal land management, and Planning and Environmental Linkages (PEL).

The National Park Service (NPS) has developed the *Gulf Islands National Seashore Final General Management Plan / Environmental Impact Statement* (July 2014)[16] to guide management and policy decisions. The Gulf Islands National Seashore was established by the U.S. Congress on January 8, 1971. As part of the national park system, the national seashore consists of two mainland and four barrier island portions in the northwest section of Florida's panhandle (**Figure 23**) and another mainland section and six barrier islands in Mississippi. The plan identifies broad planning issues and concerns including: preserving coastal ecosystems, enhancing public access, storm recovery and sustainability, acquisitions, oil and gas development, and the Deepwater Horizon Oil Spill incident. With respect to this FL-AL LRTP, goal and objectives are linked to both preservation of coastal ecosystems and enhancing public access.

Figure 23. Gulf Islands National Seashore (AL and FL)



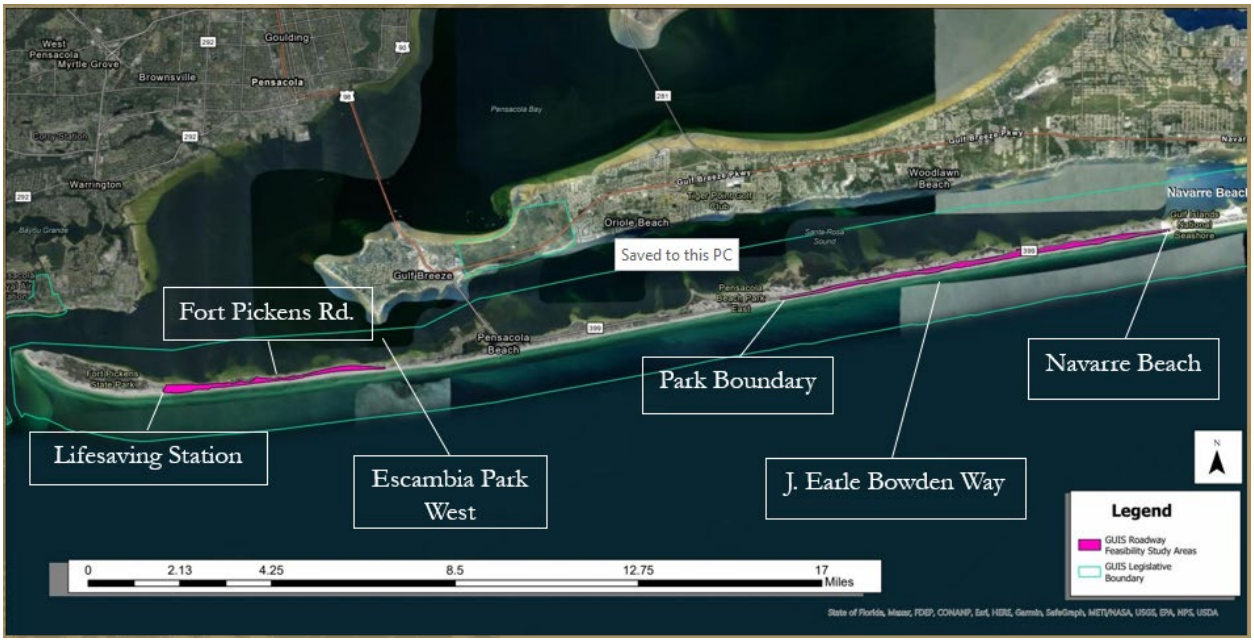
Since issuance of the General Management Plan, NPS has continued to evaluate needs on the Gulf Islands National Seashore and actively manages park and road closures with weather system notifications. NPS has continued to study the primary roadway linkages including J. Earl Bowden Way (CR 399) and Fort Pickens Road with a Resiliency / Feasibility Study (March 2022).[17] Portions of these roadways sustain repeated storm

[16] https://www.nps.gov/guis/learn/management/upload/Gulf-Islands-GMP-EIS-JULY-2014.pdf

[17] https://parkplanning.nps.gov/projectHome.cfm?parkID=384&projectID=97073

damage and prolonged flooding after storm events. NPS is evaluating design changes that help maintain vehicular access while reducing road damage and resource impacts from storm events and making roadways more resilient. Even minor storms result in road closures on J. Earle Bowden Way and/or Fort Pickens Road at least six times per year with durations from a few hours to a few days. The resulting needed repairs often take several months to complete. The NPS road feasibility / engineering study will help determine if adjustments to problem areas (**Figure 24**) on these roadways are possible (e.g., changing the roadbed, relocating roadway segments, change construction techniques, etc.) and develop site-specific alternatives that improve the sustainability, resilience, and maintenance of pavement surfaces of those sites. The NPS has not initiated formal planning, identified a preferred direction, or pursued funding to implement any design options at this time and is soliciting input on the current design options. The NPS Gulf Islands National Seashore Superintendent was contacted directly by ECRC in the development of this LRTP and afforded an opportunity to be involved.

Figure 24. Gulf Islands National Seashore Resilience / Feasibility Study Project



Pensacola & Perdido Bays Estuary Program

The Pensacola and Perdido Bays Estuary Program (PPBEP) has developed a Comprehensive Conservation and Management Plan (2022) to establish a policy framework for health and sustainability of the 8,000 square mile Pensacola and Perdido Bay Watersheds. Goals are established for watershed planning, conservation and restoration. This document is referenced as part of the FL-AL 2050 Long-Range Transportation Plan because it sets broad policy frameworks and linkages to the overall transportation network and conservation needs including linkages to water quality and runoff. The watershed area is shown in **Figure 25.** The PPBEP incorporates a number of other regional environmental plans listed in **Table 7**. Numerous local, regional, and Gulf-wide management plans have previously been developed which include the Pensacola and Perdido Bays

watersheds. Information within these plans provided a solid foundation for development of the PPBEP Comprehensive Conservation and Management Plan. While the goals and objectives could be further expanded for each of the plans, the intent is to incorporate by reference under the broader umbrella of the PPBEP Comprehensive Conservation and Management Plan to further Planning and Environmental Linkages (PEL).

Figure 25. Pensacola and Perdido Bays Estuary Watershed

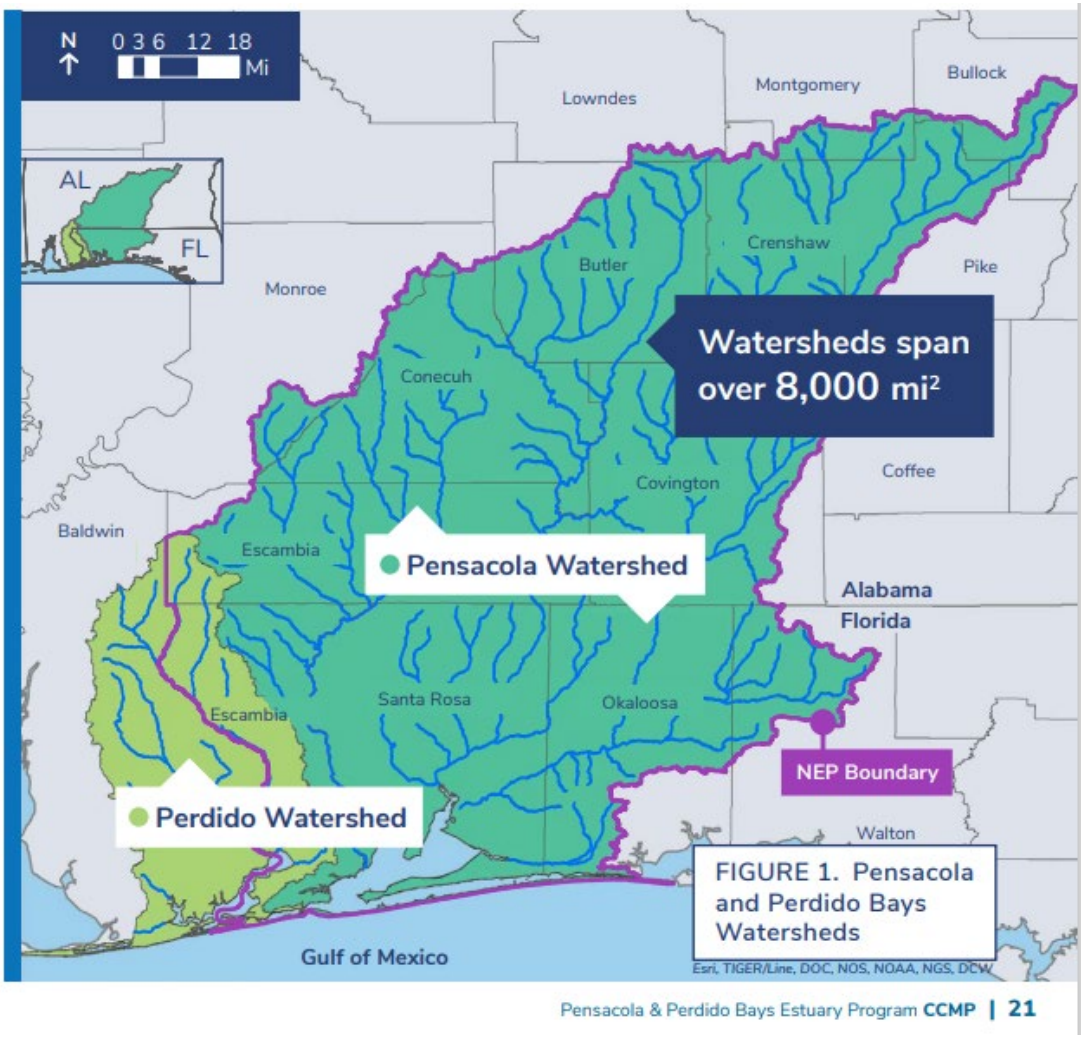


Table 7. Pensacola & Perdido Bays Estuary Program Plans

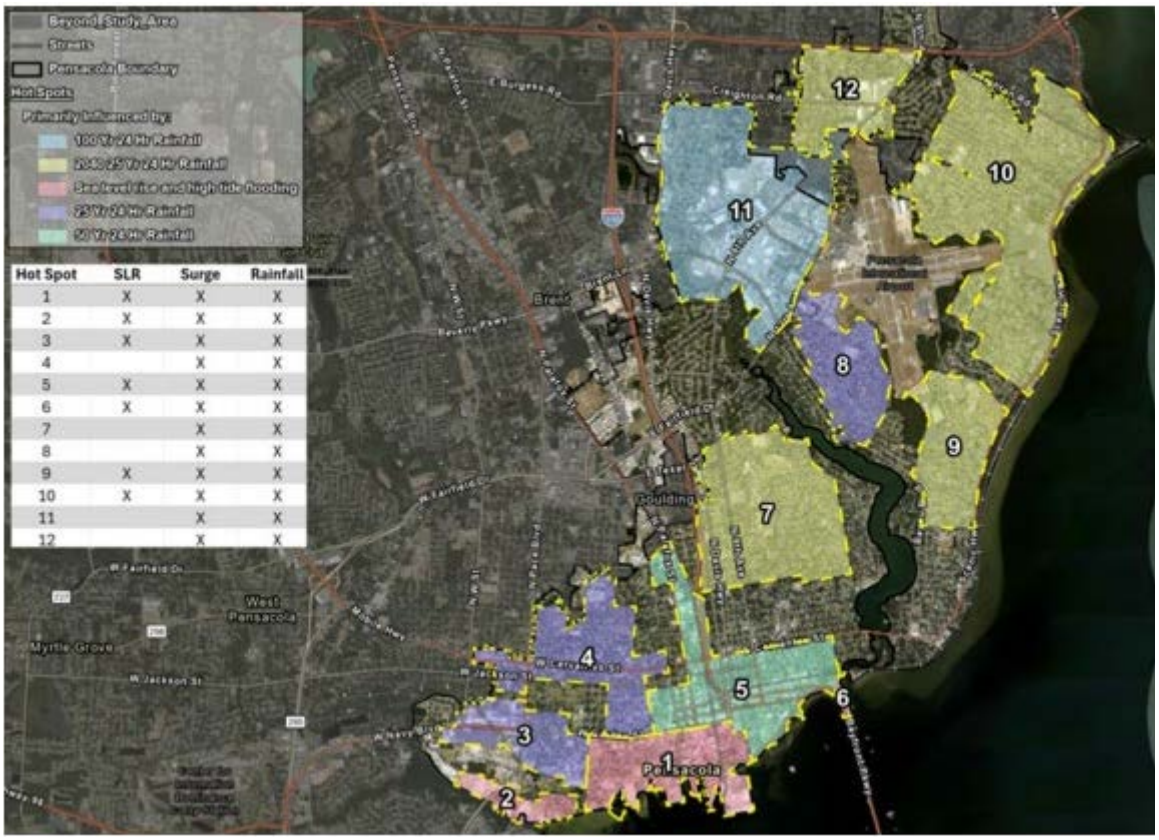
ENTITY	PLAN
Alabama Department of Conservation and Natural Resources; Alabama Department of Environmental Management	2013–2018 Alabama Coastal Area Management Program Strategic Plan
Baldwin County	2013 Baldwin County Master Plan
Bay Area Resource Council	2005 Pensacola Bay Watershed Management Plan
Deepwater Horizon Oil Spill Natural Resource Damage Assessment	2017 Strategic Framework for Oyster Restoration Activities
Escambia County	2022 Carpenter Creek / Bayou Texar Watershed Management Plan
	2015–2030 Comprehensive Plan
Florida Department of Agriculture and Consumer Services; Florida Forest Service	2013 Ten-Year Resource Management Plan for the Blackwater River State Forest (Santa Rosa and Okaloosa Counties)
Florida Department of Environmental Protection	2020 Fort Pickens Aquatic Preserve Management Plan
	2018 Big Lagoon State Park, Tarkiln Bayou Preserve State Park, and Perdido Key State Park Multi-Unit Management Plan
	2016 Blackwater River State Park Unit Management Plan
	2022 Yellow River Marsh Preserve State Park Approved Unit Management Plan
	2011 Bayou Chico Basin Management Action Plan
Florida Fish and Wildlife Conservation Commission	2020 A GIS Assessment of Florida's Aquatic Resources: A Framework for Restoration and Management
	2018 Florida's Freshwater Priority Resources: A Guide for Future Management
Gulf Coast Ecosystem Restoration Council (RESTORE Council)	2022 Comprehensive Plan
	2019 Planning Framework

ENTITY	PLAN
Gulf of Mexico Alliance	2021–2026 Governor's Action Plan IV for Healthy and Resilient Coasts
Longleaf Alliance	2018–2022 SoLo-ACE Longleaf Partnership Conservation Plan
	2009 Range-Wide Conservation Plan for Longleaf Pine
Mobile Bay National Estuary Program	2022 Gulf Frontal Watershed Management Plan (lower Perdido Bay)
	2020 Wolf Bay Watershed Management Plan
National Oceanic and Atmospheric Administration	National Coastal Zone Management Program Strategic Plan 2018–2023
National Park Service; U.S. Department of the Interior	2014 Gulf Islands National Seashore (Florida and Mississippi) General Management Plan
National Wildlife Federation	2020–2025 Gulf Program Strategic Plan
Northwest Florida Water Management District	2019 Region II Regional Water Supply Plan
	2019 Strategic Water Management Plan
	2018 Districtwide Water Supply Assessment
	2017 Pensacola Bay System Surface Water Improvement and Management (SWIM) Plan
	2017 Perdido River and Bay SWIM Plan
The Nature Conservancy	2021 Oyster Fisheries and Habitat Management Plan for the Pensacola Bay System
	2014 Pensacola Bay Community-Based Watershed Plan
	2014 Perdido Bay Community-Based Watershed Plan
Santa Rosa County	2040 Comprehensive Plan
U.S. Environmental Protection Agency	2020 National Water Reuse Action Plan: Collaborative Implementation

Pensacola Vulnerability Assessment

The City of Pensacola updated the current Vulnerability Assessment with grant funding from the FDEP Office of Resilience and Coastal Protection. The update was under development at the time of development of the Goals and Objectives and Needs Plan. The 2021 study identifies potential vulnerable infrastructure and priority planning areas with the City of Pensacola. Four Priority Planning areas are identified where infrastructure impacts, including the transportation infrastructure, could be adversely impacted in three planning horizons: 2040, 2070, and 2100. Recommendations are made within each of the Priority Areas. The City of Pensacola has begun implementing improvements in the Summer of 2025, but specific improvements were not available to be incorporated into the Needs Plan at the time of Needs Plan development. Vulnerability Hot Spots (**Figure 26**) and specific projects identified in Appendix G of the Vulnerability Assessment may be appropriate for inclusion in subsequent LRTP updates based on funding and based on relationship to the federal functional classification road network. Vulnerability needs will continue to be monitored as part of future LRTP amendments as necessary.

Figure 26. Pensacola Vulnerability Hot Spots



2 Public Involvement Program

2.1 Introduction

The Public Involvement Plan was prepared by the Emerald Coast Regional Council (ECRC) for this Long-Range Transportation Plan to define strategies to include a variety of outreach activities designed to solicit feedback in all stages of the planning process from stakeholders of all ages, communities, and interests, in accordance with the Code of Federal Regulation (CFR 450.316) and the MPO Handbook. Documentation of public involvement outreach and outcomes is further described in each of the Technical Reports.

- Goals and Objectives
- Financial Resources
- Evaluation Criteria
- Congestion Management Process
- Needs Plan
- Cost Feasible Plan

2.1.1 Public Involvement Overview and Workshops

Goals and Objectives

Three public workshops were held to review the draft Goals and Objectives. Public input was received and incorporated from the three meetings as documented in the Goals and Objectives Technical Report:

- Baldwin County, AL: March 7, 2024
- Santa Rosa County, FL: March 7, 2024
- Escambia County, FL: March 8, 2024

The three meetings included an overview of ECRC and the TPO structure and function, followed by the development process for the Goals and Objectives summarizing changes recommended since 2045 based on changes in plans, regulations, and requirements.

The first public meeting was held in-person at the Lillian Community Club; 34148 Widell Ave, Lillian, AL 36549; beginning at 10:00 a.m. ALDOT representatives were present, along with a representative of the FL-AL Citizen's Advisory Committee and the FL-AL Technical Coordinating Committee, and Baldwin Regional Area Transit System. No public comment was received.





The second public meeting was held in-person at the Santa Rosa County Chamber of Commerce; 4315 Avalon Blvd, Milton, FL 32548; beginning at 5:30 p.m. FDOT representatives were present along with local media (*Santa Rosa Press Gazette*), Blackwater Heritage Trail members, FDEP Office of Greenways and Trails, a councilwoman from the City of Milton, and a citizen representing Citizens Against Bike Road Theft. Comments from the meeting are documented in the Goals and Objectives Technical Report. Public comment focused mostly on needs and area projects. Comments did not result in specific changes to the Goals and Objectives.



The third public meeting was held in-person at the ECRC offices; 418 E. Gregory St, Suite 100, Pensacola, FL 32502; beginning at 9:30 a.m. An FDOT representative was present along with FDEP Office of Greenways and Trails, Escambia County, and a citizen representing Citizens Against Bike Road Theft. Comments from the meeting are documented in the Goals and Objectives Technical Report. Comments from the FDEP Office of Greenways and Trails resulted in a modification to Objective E4 to incorporate designated Trail Towns as a component of economic vitality.

In addition to the three public meetings, ECRC also processed a public survey including outreach on social media. The survey focused on the primary Goals. Results were summarized at Steering Committee #2.

Needs Plan

Three public workshops were held to review the draft Needs Plan. A PowerPoint presentation of the LRTP process and the Needs Plan components were presented at each of the three meetings, followed by an open house format where individuals could review handouts of the draft Needs Assessment projects and ask questions of the LRTP planning staff. The summary of the public comments and advertisements of the three public workshops are listed in the Needs Plan Technical Report. Public input was received and incorporated from the three meetings as documented in the Needs Plan Technical Report:

- Baldwin County, AL: March 10, 2025
- Santa Rosa County, FL: March 11, 2025
- Escambia County, FL: March 12, 2025



The first public meeting was held in-person at the Orange Beach Library, 26267 Canal Road Orange Beach, AL 36561; beginning at 10:00 a.m. ALDOT representatives were present, along with representatives from the City of Orange Beach. Needs Plan projects were reviewed. Public input was provided by the City of Orange Beach for additional Needs Plan projects, and the list of Existing + Committed projects reviewed by the City or Orange Beach and ALDOT. Discussion also included a Baldwin County representative working with the Baldwin County transportation model development.



The second public meeting was held in-person at the Pensacola Library, 239 N. Spring Street, Pensacola, FL 32502; beginning at 2:00 p.m. FDOT representatives were present along with a Citizens Advisory Committee representative, Escambia County School District Transportation Coordinator, Escambia County Area Transit, Bluffline, and Escambia County. Comments from the meeting are documented in the Needs Plan Technical Report and included questions on a completed FDOT PD&E Study, freight and rail inclusion in the Needs Plan, and questions on the Evaluation Criteria. In addition, Escambia County provided a detailed list of projects for consideration in the Needs Plan and a separate meeting was held with Escambia County to review the projects and determine which ones were applicable for incorporation into the Needs Plan. For example, projects on local roads which are not Federal Aid Eligible were not eligible for inclusion in the Needs Plan. Several bicycle / pedestrian needs were brought forward but need to be further considered for inclusion in the FL-AL Ped / Bike / Trail Plan before incorporation into the Needs Plan. Projects that were added to the Needs Plan include a shared-use path on Pensacola Beach, a pedestrian overpass on W. Nine Mile Road (already included in the FL-AL Ped / Bike / Trail Plan and the US 90 Corridor Study), and capacity improvements on SR 99 Beulah Road. Several intersection projects were considered, but referred to the Transportation System Management process, and projects outside of the TPO planning boundary were referred to the ECRC Rural Plan process. Some existing Needs Plan projects were deleted at the request of the County. Project limits of some projects were adjusted such as Beulah Road. Several projects were added to incorporate the recommendations of the *Reimagine Jackson* corridor plan.



The third public meeting was held in-person at the Gulf Breeze Community Center, 1070 Shoreline Drive, Gulf Breeze, FL 32561; beginning at 10:00 a.m. FDOT and ALDOT was represented, along with the City of Gulf Breeze (City Manager and Mayor), and Santa Rosa County. The Gulf Breeze representation had questions about the Citizen's Advisory Committee and the function of ECRC. Santa Rosa County had questions about the Northwest Florida Regional Planning Model and requested the model data for their use in the development of the East Milton Master Plan. Gulf Breeze had additional questions to clarify the capacity needs for the upcoming Strategic Intermodal System project on US 98. FDOT indicated the PD&E will further evaluate and likely remove the need for 8-lane capacity through Gulf Breeze (as shown in the SIS Plan) and rather focus instead on access improvements and reconfiguration of the SR 399 / US 98 interchange. Santa Rosa County asked ECRC to follow up with the county economic development director to determine if there are other freight or capacity needs associated with the planned industrial parks. That coordination was completed subsequent to the meeting and no new needs were identified.

To support meaningful public participation and raise awareness of the Florida-Alabama 2050 Needs Plan Public Workshop, ECRC implemented a multi-faceted outreach approach using both traditional and digital communication tools. A synopsis of this process is further discussed in the Needs Plan portion of this LRTP.

The Needs Plan was considered by the TPO as draft (February 11-12, 2025) and for action (May 13 -14, 2025), at noticed public meetings. No additional public comment was received at the TPO meetings.

Cost-Feasible Plan

Three public workshops were held to review the draft Cost-Feasible Plan. A PowerPoint presentation of the LRTP process and the Cost-Feasible Plan components were presented at each of the three meetings, followed by an open house format where individuals could review handouts of the draft Cost-Feasible Plan projects and ask questions of the LRTP planning staff. The summary of the public comments and advertisements of the three public workshops are listed in the Cost Feasible Plan Technical Report. Public input was received and incorporated from the three meetings as documented in the Cost Feasible Plan Technical Report:

- Baldwin County, AL: June 23, 2025
- Santa Rosa County, FL: June 24, 2025
- Escambia County, FL: June 25, 2025

The first public meeting was held in-person at the City of Orange Beach Council Chambers, 4099 Orange Beach Boulevard, Orange Beach, AL 36561; beginning at 10:00 a.m. ALDOT representatives were present, along with representatives from the City of Orange Beach and the Perdido Key Association and two members of the public. Following an overview of ECRC, the TPO, and the LRTP process, draft Cost-Feasible Plan projects were reviewed. Public comment focused on SR 292 Sorrento Road.





The second public meeting was held in-person at the Tryon Library, 1200 Langley Avenue, Pensacola, FL 32504; beginning at 2:30 p.m. The City of Pensacola was represented along with the Citizens Advisory Committee, the Center for Independent Living, the Gulf Coast Minority Chamber of Commerce, Flood Defenders, and three members of the public. Local media was present from WUWF 88.1 FM Public Media. Following an overview of ECRC, the TPO, and the LRTP process, draft Cost-Feasible Plan projects were reviewed. Public comment focused on US 98, Pine Forest Road, and Sorrento Road / Gulf Beach Highway. Following the meeting, a news article was published by WUWF.[18]

The third public meeting was held in-person at the Pace Library, 4750 Pace Patriot Blvd, Milton, FL 32571; beginning at 10:30 a.m. FDOT representatives were present. No members of public attended. ECRC staff were available until 10:30 a.m.



To support meaningful public participation and raise awareness of the Florida-Alabama 2050 Cost Feasible Plan Public Workshops, ECRC implemented a multi-faceted outreach approach using both traditional and digital communication tools.

[18] https://www.wuwf.org/local-news/2025-07-01/florida-alabama-tpo-seeks-public-input-on-long-range-transportation-funding-priorities



Public notices were issued in advance of the workshop and posted to the ECRC website, the Florida-Alabama TPO's 2050 Long-Range Transportation Plan webpage and distributed through official agency channels. The notices included key event details such as the purpose, date, time, location, and participation options. These were released approximately one week prior to the event to allow sufficient time for public awareness.

Targeted outreach was conducted through dedicated social media posts and an eblast sent to ECRC's list of interested parties, including local governments, transportation stakeholders, agency partners, community organizations, and members of the public who have previously engaged with regional planning efforts. These efforts provided workshop details and encouraged participation and input. This method helped ensure timely and direct communication with individuals most likely to be engaged in the planning process.

To continue building awareness and gathering input, public comment cards related to the Cost Feasible Plan were integrated into the outreach and made available to the public via the website and at the public meetings. Outreach began June 20, 2025 and remained active through July 15, 2025, offering additional opportunities for the public to engage and provide feedback beyond the workshops. This extended outreach helped reinforce key messages and ensured greater visibility of the planning process across the Florida-Alabama region. Comments are documented in the Cost-Feasible Plan Technical Report and focused on the following topics: innovative interchange options, Pine Forest Road, US 98, Sorrento Road, and Pensacola Beach access and multi-modal options.

Together, these outreach techniques helped ensure that the public workshops and broader Cost Feasible Plan was accessible to the public and aligned with regional stakeholder needs.

The Cost-Feasible Plan was considered by the TPO and advisory committees as draft (May 13-14, 2025) and for action (August 12 -13, 2025), at noticed public meetings. No additional public comment was received at the TPO meetings.

In addition, the Steering Committee meetings were noticed public meetings. The Steering Committee process is further described on the next page.

2.1.2 Steering Committee Overview and Meetings

A key component of the public involvement program incorporated public outreach and involvement in the Steering Committee meetings. The purpose of the Steering Committee was to provide detailed technical review prior to review by the TPO and advisory committees. A total of 10 Steering Committee meetings were held during the development of the 2050 Long-Range Transportation Plan, each as noticed public meetings. The meetings were conducted as hybrid, both in-person with an option to participate on-line. Steering Committee members were selected by the TPO and Committees (August 7, 2023) and included representatives from:

- FL-AL Citizens Advisory Committee
- FL-AL Technical Coordinating Committee
- Santa Rosa County
- Escambia County Area Transit
- Baldwin Regional Area Transit
- Hurlburt Field (U.S. Air Force)
- FDOT and ALDOT
- FDOT Freight Office
- Pensacola Naval Air Station (U.S. Navy)
- Whiting Field (U.S. Navy)
- Pensacola International Airport
- Port of Pensacola

Meeting summaries of the Steering Committees are provided in Appendix B and are summarized below.

- **Steering Committee 1**: January 30, 2024; on-line and in-person at Emerald Coast Regional Council, 418 E Gregory Street Suite 100, Pensacola, FL 32502. Topics included Steering Committee function, project schedule, and development of Goals and Objectives.

- **Steering Committee 2**: March 19, 2024; on-line and in-person at the Emerald Coast Regional Council, 418 E Gregory Street Suite 100, Pensacola, FL 32502. Topics included review of public workshops on Goals and Objectives, review of updated Goals and Objectives with recommended changes, and initial review of the Evaluation Criteria.

- **Steering Committee 3**: May 14, 2024; on-line and in-person at the Emerald Coast Regional Council, 418 E Gregory Street Suite 100, Pensacola, FL 32502. Topics included Congestion Management Process and Performance Measures; and review of Evaluation Criteria.

- **Steering Committee 4**: June 24, 2024; on-line and in-person at the Emerald Coast Regional Council, 418 E Gregory Street Suite 100, Pensacola, FL 32502. Topics included Community Profile summary, Congestion Management Process, revised Evaluation Criteria, and Financial Resources.

- **Steering Committee 5**: August 12, 2024; on-line and in-person at the Emerald Coast Regional Council, 418 E Gregory Street Suite 100, Pensacola, FL 32502. Topics included Financial Resources, and discussion of Needs Plan issues. The first Needs Plan general topic focused on military needs with representatives from Naval Air Station Pensacola, Naval Air Station Whiting Field, and Hurlburt Field presenting. The second needs plan topic focused on freight with a presentation by the FDOT Freight and Rail Planning Administrator. Questions from the public included incorporation of electric vehicles, and questions on military housing and work schedules to help relieve traffic congestion.

- **Steering Committee 6**: September 16, 2024; on-line and in-person at the Emerald Coast Regional Council, 418 E Gregory Street Suite 100, Pensacola, FL 32502. Topics included development of Needs Plan projects with presentations on ALDOT Freight, Bike / Ped / Trail presentation by a steering committee member, a presentation by the Port of Pensacola, a presentation by the Pensacola International Airport, a presentation by Escambia County Area Transit, and a presentation by Baldwin County and Baldwin Regional Area Transit. Draft Needs Plan projects, including projects from the ECRC Military Installation Resilience Review (MIRR), were presented and discussed / modified by Steering Committee members.

- **Steering Committee 7**: January 22, 2025; on-line only. The in-person component was not held due to snow / ice conditions resulting in local government closures and road closures. Topics included continued discussion on the draft Needs Plan, specific questions on SIS and Non-SIS projects, review of potential corridor projects, review of potential public transportation projects, review of potential intersection / interchange projects, and discussion of potential illustrative projects.

- **Steering Committee 8**: April 15, 2025; on-line and in-person at the Pensacola Library, 239 N. Spring Street, Pensacola, FL. Topics included continued review of Needs Plan projects, review of Needs Plan public meetings, and review of local government (Escambia County) Needs Plan input. Additional input was sought from the following (no responses) from:
    - Federally Recognized Tribes and Santa Rosa Band of the Lower Muscogee
    - Environmental agencies (both FL and AL)
    - Pensacola and Perdido Bay Estuary Program
    - NPS Gulf Islands National Seashore
    - Visit Pensacola
    - Florida's Great Northwest
    - Pensacola-Escambia Development Commission
    - Santa Rosa County Tourist Development Office
    - Regional Tourism Council / Coastal Alabama Partnership [Baldwin County TDC]

- Area Housing Commission
- Escambia Consortium
- Community Redevelopment Agencies

The Steering Committee recommended the Needs Plan be advanced to the TPO and Committees for consideration. The draft Cost-Feasible Plan was reviewed.

- **Steering Committee 9**: June 10, 2025; on-line and in-person at the Pensacola Bay Center, 201 East Gregory Street, Pensacola, FL 32502. Topics included review of draft Cost-Feasible Plan scenarios for: [1] Strategic Intermodal System (SIS) Projects and Priorities, [2A] Non-SIS Priorities Scenario, [2B] Evaluation Criteria Scenario, [2C] Multi-Modal Scenario, and [3] Alabama Projects.

- **Steering Committee 10**: July 15, 2025; on-line and in-person at the Pensacola Bay Center, 201 East Gregory Street, Pensacola, FL 32502. Topics included review of public meeting on the draft Cost-Feasible Plan, and finalization of the draft Cost-Feasible Plan scenarios for: [1] Strategic Intermodal System (SIS) Projects and Priorities, [2A] Non-SIS Priorities Scenario, [2B] Evaluation Criteria Scenario, [2C] Multi-Modal Scenario, and [3] Alabama Projects. A recommendation was made by the Steering Committee to advance the Cost-Feasible, as presented, to the TPO and Committees for action at the August meetings.

2.2 Emphasis Areas

2.2.1 Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin in programs and activities receiving Federal funds. In addition to considering minority and low-income persons as required by Title VI of the Civil Rights Act of 1964, the TPO identifies and addresses, as appropriate, minority populations and low-income populations within the Florida-Alabama TPO Study Area. The ECRC project team for the 2050 Long-Range Transportation Plan integrated the Title VI planning process into the Public Involvement Plan. ZIP codes with higher concentrations of minority, transit-dependent, low-income, older adult, and non-English speaking populations were identified. Throughout the project, participants in public outreach activities were asked to provide their residential ZIP codes. Participation from these ZIP codes was considered by the ECRC Public Involvement team to determine participation levels to determine if outreach activities are effective in reaching individuals living in these areas.

2.2.2 Tribal Coordination

Tribal coordination was initiated by ECRC through the FDOT Office of Environmental Management to obtain the list of federally-recognized Tribes appropriate for consultation on this 2050 Long-Range Transportation Plan: (1) Mississippi Band of Choctaw Indians, (2) Muscogee (Creek) Nation, (3) Poarch Band of Creek Indians, and (4) Seminole Tribe of Florida. In addition, the Santa Rosa Band of the Lower Muscogee was also included due to a local presence in Santa Rosa County, although not federally-recognized. An invitation to participate was extended from ECRC to the Tribes. Throughout the process, the TPO staff would e-mail the Tribal contacts for opportunity to comment on the various Long-Range Transportation Plan products to the ECRC-maintained distribution list, *FL-AL LRTP Native American Tribal Agencies*.

2.2.3 Military, Federal Land Management, and Resource Agency Coordination

Coordination was initiated by ECRC through direct outreach to the following:

- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- U.S. Depart of Interior National Park Service Gulf Islands National Seashore
- Florida Department of Environmental Protection and State Clearinghouse
- Florida Department of State Historic Preservation, Division of Historical Resources
- Northwest Florida Water Management District
- Florida Fish and Wildlife Conservation Commission
- Florida Department of Economic Opportunity.
- Alabama Historical Commission
- Alabama Department of Environmental Management
- Alabama Department of Economic and Community Affair
- Pensacola and Perdido Bay Estuary Program
- Area Housing Commission / Escambia Consortium
- Community Redevelopment Agencies (Escambia, Santa Rosa, Pensacola, Milton)
- Naval Air Station Pensacola
- Naval Air Station Whiting Field
- Eglin Air Force Base / Hurlburt Field
- Visit Pensacola
- Florida West Economic Development Alliance
- Florida Great Northwest
- Santa Rosa Island Authority
- Be Ready Alliance
- Pensacola-Escambia Development Commission
- Santa Rosa County Tourist Development Office
- Regional Tourism Council / Coastal Alabama Partnership [Baldwin County TDC]

On April 10, 2024, the Hurlburt Colonel Kristen N. Wood (USAF AFSOC 1 SOMSG/CC) addressed the TPO Board on the need for continued regional coordination to address traffic congestion on US 98 as it directly impacts mission deployment.

2.2.4 Travel and Tourism

Tourism considerations were incorporated through reviewing state and local planning documents to incorporate tourism needs in the development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to establishing tourism development as part of the transportation network: Comprehensive Economic Development Strategy, Florida Greenways and Trails System Plan, South Santa Rosa Bicycle-Pedestrian Plan, Pensacola Beach Master Plan, Milton / Bagdad Riverfront Master Plan, and the Orange Beach Comprehensive Plan. In response, Objective E.4 and F.2 were specifically modified to incorporate ecotourism such as Trail Town designations by the FDEP Office of Greenways and Trails. In addition, a representation of the Steering Committee included the Pensacola International Airport.

2.2.5 Risk and Resiliency

Natural disaster risk reduction considerations were incorporated through reviewing state and local planning documents to incorporate risk reduction needs in the development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to consideration of natural disaster risk reduction in transportation planning: Florida Transportation Plan, Alabama Strategic Highway Safety Plan, Comprehensive Economic Development Strategy, and the local Comprehensive Plans. In response, Objective A.3 was revised to focus on a resilient and sustainable transportation system. Representation on the Steering Committee included local government planning officials to help identify needs for transportation facilities to mitigate risks from natural disasters.

2.2.6 Housing and Growth

Additional emphasis was given to coordinating areas of housing development and growth. Local government Community Redevelopment Agency plans were reviewed for growth areas, and future growth areas were included in the development of the transportation model. In addition, Objective F.9 was added to coordinate with affordable housing stakeholders, and Objective E.6 was added for consistency between housing, growth, and economic development patterns.

In 2023, the *Pensacola News Journal* published a synopsis identifying 1,397 new housing units in 30 developments in Santa Rosa County; and 1,084 new housing units in 15 developments in Escambia County. These growth areas and rates are further explored in the Area Profile, and were considered in development of the regional model and regional transportation needs.

3 Goals and Objectives

3.1 Introduction

Goals and Objectives set the framework to define the Long-Range Transportation Plan. The Goals and Objectives Technical Report documents the process and outcome of the 2050 Goals and Objectives. The information is summarized below.

3.2 Development of Goals and Objectives

The following sources were used to shape the 2050 LRTP goals and objectives: federal transportation legislation, Florida and Alabama Transportation Plans, FDOT Metropolitan Planning Organization (MPO) Program Management Handbook, local government comprehensive plans, and the FL-AL TPO LRTP 2045 LRTP goals and objectives. The following is a synopsis of the process used to develop the 2050 Goals and Objectives.

- New and updated federal and state requirements were evaluated for policy-level changes.
- In addition to the standard federal and state requirements, the results of the FL-AL TPO Federal Certification were reviewed and incorporated.
- Additional evaluation was prepared for other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy.
- The 2045 Goals and Objectives were edited to suggest recommended changes for review by FL-AL TPO staff and the Steering Committee.
- The Steering Committee met twice (January 30, 2024 and March 19, 2024) to review and discuss the new requirements and recommended changes. Additional input was provided by the Steering Committee in both meetings.
- Three public meetings were held (March 7, 2024 – Baldwin County, AL; March 7, 2024 – Santa Rosa County, FL; and March 8, 2024 – Escambia County) including an FL-AL TPO staff outreach public survey.
- The Goals and Objectives were presented to the FL-AL Transportation Planning Organization on April 10, 2024; including presentation to the Technical Coordinating Committee and the Citizens Advisory Committee on April 9, 2024.
- The 2050 Goals and Objectives were adopted by the FL-AL TPO on April 10, 2025 at the recommendation of the Committees as Resolution FL-AL 24-11.

3.2.1 Public Workshops

Three public workshops were held to review the draft Goals and Objectives following Steering Committee #1. Public input was received and incorporated (Appendix D) from the three meetings:

- Baldwin County, AL: March 7, 2024
- Santa Rosa County, FL: March 7, 2024
- Escambia County, FL: March 8, 2024

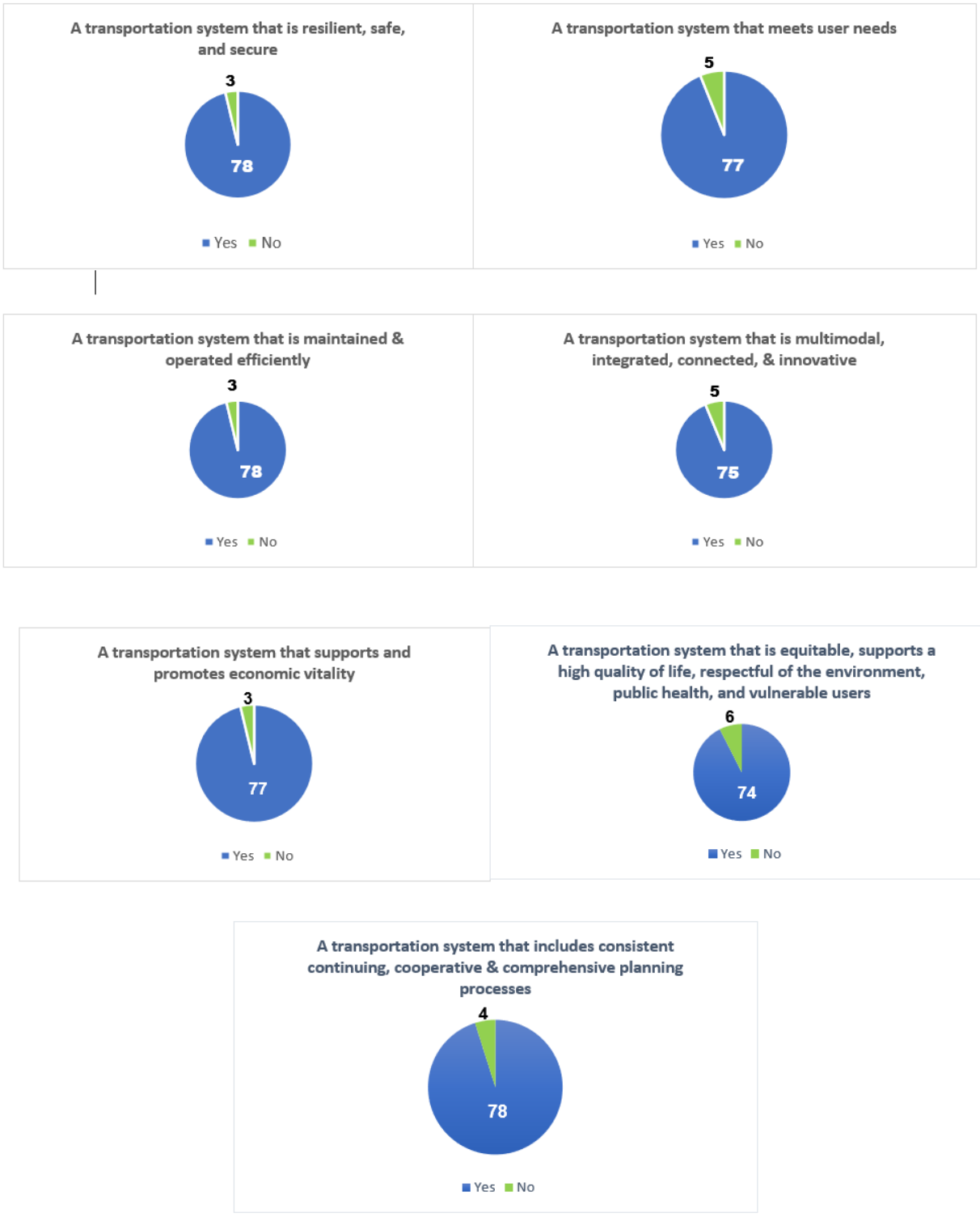
The first public meeting was held in-person at the Lillian Community Club; 34148 Widell Ave, Lillian, AL 36549; beginning at 10:00 a.m. ALDOT representatives were present, along with a representative of the FL-AL Citizen's Advisory Committee (CAC) and the FL-AL Technical Coordinating Committee (TCC), and Baldwin Regional Area Transit System (BRATS). No public comment was received.

The second public meeting was held in-person at the Santa Rosa County Chamber of Commerce; 4315 Avalon Blvd, Milton, FL 32548; beginning at 5:30 p.m. FDOT representatives were present along with local media (Santa Rosa Press Gazette), Blackwater Heritage Trail members, FDEP Office of Greenways and Trails, a councilwoman from the City of Milton, and a citizen representing Citizens Against Bike Road Theft. Comments from the meeting are documented in the Goals and Objectives Technical Report, Appendix D. Public comment focused mostly on needs and area projects. Comments did not result in specific changes to the Goals and Objectives.

The third public meeting was held in-person at the FL-AL TPO offices; 418 E. Gregory St, Suite 100, Pensacola, FL 32502; beginning at 9:30 a.m. An FDOT representative was present along with FDEP Office of Greenways and Trails, Escambia County, and a citizen representing Citizens Against Bike Road Theft. Comments from the meeting are documented in the Goals and Objectives Technical Report, Appendix D. Comments from the FDEP Office of Greenways and Trails resulted in a modification to Objective E4 to incorporate designated Trail Towns as a component of economic vitality.

In addition to the three public meetings, FL-ALTPO also processed a public survey including outreach on social media. The survey closed March 15, 2024 and focused on the primary Goals. The results (**Figure 27**) indicated public agreement with the primary Goals.

Figure 27. Goals and Objectives Survey Results



3.2.2 Steering Committee Review

The Steering Committee met twice to review and discuss the new requirements and recommended changes:

- Meeting 1: January 30, 2024
- Meeting 2: March 19, 2024

Additional input was provided by the Steering Committee in both meetings. The Steering Committee meetings and results are summarized in the Goals and Objectives Technical Report Appendix C (Meeting 1: January 30, 2024) and Goals and Objectives Technical Report Appendix E (Meeting 2: March 19, 2024).

Steering Committee 1 reviewed in detail the basis for proposed changes to the Goals and Objectives based on the 10 Federal Planning Factors, changes in federal law, new state guidance, and regional / military / local plans. Federal changes include Planning Factors, Federal Law, and Planning Emphasis Areas. Each were reviewed at a summary level. Changes in federal law include greenhouse gas emissions performance measures, IIJA / BIL requirements, and updates to the Federal Planning Emphasis Areas. State changes include updates to planning documents for both FDOT and ALDOT. A draft mark-up of the Goals and Objectives were presented with reference to each of the changes to review the 19 Objectives with proposed minor changes, and 5 new Objectives. The meeting materials include a handout listing all 7 Goals, and all 48 Objectives.

Steering Committee 2 reviewed changes based on feedback from Steering Committee #1 and the public involvement. The Steering Committee was informed that the draft Goals and Objectives would be presented to the TPO and Committees for approval at the April 2024 meetings.

3.3 Adopted 2050 Goals and Objectives

The Goals and Objectives Technical Report documents the process and outcome of the 2050 Goals and Objectives. The information is summarized in **Table 8**.

The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the FL-AL TPO 2050 LRTP. These statements guided the development of the plan update. For the 2050 LRTP, the vision and mission statements are continued from the 2045 LRTP for overall planning consistency.

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

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

Table 8. 2050 Goals and Objectives

GOAL A: A transportation system that is resilient, safe, and secure.	
Objective	**Statement**
A.1	Increase safety for all motorized and non-motorized users in accordance with the Florida Department of Transportation "Target Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP).
A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
A.3	Strive for a resilient, sustainable regional transportation system to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.
A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
A.9	Coordinate and cooperate with the Department of Defense, Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies including federal land management agencies, to enhance the security of the transportation system including the Strategic Highway Network (STRAHNet).
GOAL B: A transportation system that meets user needs.	
Objective	**Statement**
B.1	Obtain public input using targeted outreach efforts including Virtual Public Involvement (VPI) tools, and track results by ZIP code in accordance with the goals of the 2050 FL-AL LRTP Public Involvement Plan. Use social media and other web-based and virtual tools to further encourage public participation and to solicit public feedback during the transportation planning process.

B.2	Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.
B.3	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).
B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.
B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated, Connected, Electric, and Shared (ACES) Vehicles]. Accelerate the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies including non-traditional vehicles such as on-demand bike and rideshare services, micromobility, and courier services.
GOAL C: **A transportation system that is maintained and operated efficiently.**	
Objective	**Statement**
C.1	Direct sufficient resources to preserve and enhance the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
C.3	Strive to include appropriate stormwater measures in roadway projects.
C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies and incorporate results from previous Corridor Management Studies.

GOAL D: A transportation system that Is multimodal, integrated, connected, and innovative.	
Objective	**Statement**
D.1	Interconnect land uses and transportation facilities.
D.2	Increase the accessibility and mobility of people and goods.
D.3	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS].
D.4	Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.
D.5	Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Regional Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.[19]
D.6	Advance the flow of traveler information (such as innovative technology) and data sharing for consistency of data used in the planning process, including information used in forecasting travel demand.
D.7	Seek opportunities to provide a passenger rail system.

GOAL E: A transportation system that supports and promotes economic vitality.	
Objective	**Statement**
E.1	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to strive for efficient movement of people and goods.
E.2	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.
E.3	Implement projects that will support the military's ability to carry out its missions at the region's installations.

[19] This program sunsets state-wide at the end of 2025.

E.4	Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations, including Trail Towns designated by the Florida Department of Environmental Protection Office of Greenways and Trails.
E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.
E.6	Promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.

GOAL F **A transportation system that is equitable, supports a high quality of life, respectful of the environment, public health, and vulnerable users.**	
Objective	**Statement**
F.1	Consider the health impacts of projects and policies for transportation investments.
F.2	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation through Planning and Environmental Linkages to consider environmental, community, and economic goals including trails and wildlife corridors.
F.3	Implement complete street and/or context sensitive design to prioritize safety, comfort, and access for people who use the street network to provide an equitable and safe network for travelers of all ages and abilities, including those from marginalized communities.
F.4	Improve para-transit services. Advance access to affordable transportation services for all ages and abilities and throughout underserved communities.
F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.
F.6	Maintain air quality attainment status for ground level ozone.
F.7	Align transportation system infrastructure investments to advance racial equity and support for underserved and disadvantaged communities, considering equitable and proportional representation of the population of the metropolitan planning area.
F.8	Advance the USDOT Equity Action Plan Key Performance Indicator for Justice40 to deliver 40 percent of the benefits of Federal transportation investment to disadvantaged communities.[20]

[20] These initiatives will be reevaluated in the 2055 Update to reflect current administration guidance.

F.9	Coordinate affordable housing with transportation planning, including affordable housing stakeholders in the transportation planning process.
F.10	Achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050. The GHG performance measure is the percent change in tailpipe carbon dioxide (CO2) emissions on the National Highway System (NHS) compared to the reference year of calendar year 2022. [§ 490.507(b)]. Targets established for the GHG performance measure shall be declining targets for reducing tailpipe CO2 emissions on the NHS. [§ 490.105(e)(10) and (f)(1)]
GOAL G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.	
Objective	**Statement**
G.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.
G.2	Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Regional Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.
G.3	Strive for consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).
G.4	Continue to reach out to the traditionally underserved populations during the planning process to strive for access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.
G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Housing, and Utilities), Tribes, and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.
G.6	Coordinate with health and education planning efforts to strive for holistic community planning (economic, health, education, etc).

G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the Revenue Forecast, beyond the first four *Outer Years*.

3.4 Federal Requirements

Table 9 shows how the required federal Planning Factors were included in the strategies of 2050 LRTP. An "**x**" indicates the Objective **fulfills** the Goal.

Table 9. Incorporation of Federal Requirements

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

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

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

3.5 Federal Expectations and Emerging Issues

Table 10 shows how the required federal expectations and emerging issues were included in the strategies of 2050 LRTP. An "**x**" indicates the Objective **fulfills** the Goal. Goal E18 is optional and does not include Objectives to implement the goal (as indicated with a "**-**").

Table 10. Incorporation of Federal Planning Emphasis Areas

FEDERAL PLANNING EMPHASIS AREAS (2021)									
		CLEAN ENERGY, RESILIENT FUTURE	EQUITY AND JUSTICE40	COMPLETE STREETS	PUBLIC INVOLVEMENT	STRATEGIC HIGHWAY NETWORK / DOD COORDINATION	FEDERAL LAND MGMT AGENCY	PLANNING & ENVIRONMENTAL LINKAGES	DATA
		1	2	3	4	5	6	7	8
Goal A: Resilient, Safe and Secure									
Objectives	A.1								x
	A.2			x					
	A.3	x							
	A.4		x	x					
	A.5	x		x					
	A.6	x		x					
	A.7	x		x					
	A.8	x		x					
	A.9					x	x		
Goal B: Meets User Needs									
Objectives	B.1				x				
	B.2			x					
	B.3			x					
	B.4			x					
	B.5	x							x

FEDERAL PLANNING EMPHASIS AREAS (2021)									
		CLEAN ENERGY, RESILIENT FUTURE	EQUITY AND JUSTICE40	COMPLETE STREETS	PUBLIC INVOLVEMENT	STRATEGIC HIGHWAY NETWORK / DOD COORDINATION	FEDERAL LAND MGMT AGENCY	PLANNING & ENVIRONMENTAL LINKAGES	DATA
		1	2	3	4	5	6	7	8
Goal C: Maintained and Operated Efficiently									
Objectives	C.1			x					
	C.2			x					
	C.3	x		x					
	C.4			x					
Goal D: Multimodal, Integrated, Connected, Innovative									
Objectives	D.1			x					
	D.2			x					
	D.3			x					
	D.4			x					
	D.5			x					
	D.6								x
	D.7	x							
Goal E: Economic Vitality									
Objectives	E.1			x					
	E.2			x					
	E.3					x			
	E.4			x				x	
	E.5			x					
	E.6		x	x				x	

FEDERAL PLANNING EMPHASIS AREAS (2021)									
		CLEAN ENERGY, RESILIENT FUTURE	EQUITY AND JUSTICE40	COMPLETE STREETS	PUBLIC INVOLVEMENT	STRATEGIC HIGHWAY NETWORK / DOD COORDINATION	FEDERAL LAND MGMT AGENCY	PLANNING & ENVIRONMENTAL LINKAGES	DATA
		1	2	3	4	5	6	7	8
Goal F: Equitable, Quality of Life, Environment, Public Health, Vulnerable Users									
Objectives	F.1		x	x					
	F.2			x				x	
	F.3			x				x	
	F.4		x						
	F.5			x				x	
	F.6							x	
	F.7		x						
	F.8		x						
	F.9		x	x				x	
	F.10	x						x	
Goal G: Consistent, Continuing, Cooperative, Comprehensive									
Objectives	G.1	x	x	x				x	
	G.2	x	x	x					
	G.3		x	x				x	
	G.4		x		x				
	G.5				x	x	x		
	G.6	x	x		x				
	G.7								x

4 Evaluation Criteria

4.1 Introduction

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.

4.2 Development of Evaluation Criteria

The Evaluation Criteria Technical Report documents the process and outcome of how the 2050 criteria were developed and applied, including a comparison of changes from 2045 to 2050. The Steering Committee guided development of the Evaluation Criteria through three meetings by examining the previous 2045 criteria. The three Steering Committee meetings were completed:

- Steering Committee Meeting #2: March 19, 2024
- Steering Committee Meeting #3: May 14, 2024
- Steering Committee Meeting #4: June 24, 2024

The recommended changes are listed below and were further illustrated in the table below.

- Goal A (Safety and Security): With the 2050 emphasis on resiliency, a new measure was added to look at network within storm surge zones. This category remained at 25% weight.
- Goal B (User Needs): The category of Public Need was added. The category remained at 15% weight.
- Goal C (Operational): The category of Corridor Plan was changed to Adopted Plans. The category changed the weight from 15% to 20%.
- Goal D (Multimodal): Additional emphasis was given to transit and trail in the first category, and to rail in the second category. Complete Streets was moved to Goal C. The category remained at 15% weight.
- Goal E (Economic Vitality): Additional emphasis was given to military connectivity. The category remained at 10% weight.
- Goal F (Quality of Life): Additional emphasis was given to affordable housing and equity. The category remained at 10% weight.
- Goal G (Planning): The category was changed from “Planning” to “Consistent, Continuing, Cooperative, Comprehensive” to reflect the FHWA requirement. The category changed the weight from 10% to 5%.
- Total points changed from 310 to 100 based on weights identified in each category at the recommendation of the Steering Committee.

Table 11 shows the changes from 2045 to 2050 in the Evaluation Criteria.

Table 11. Comparison of Evaluation Criteria from 2024 to 2050

FL-AL 2050 LRTP Evaluation Criteria Update – Comparison from 2045 to 2050 (as approved by Steering Committee Meeting #4)

2045					2050				
Goal	*Objectives*	*Weight*	*Max Pts*	*Tot Pts*	*Category*	*Objectives*	*Weight*	*Max Pts*	*Total Points*
A. Safety, Security	Hurricane Evacuation	25%	25	75	**A. Resiliency, Safety, Security**	Hurricane Evacuation [A.3, A.5, A.6, A.7]	25%	6.25	25
	Safety Improvement		25			Safety Improvement [A.1]		6.25	
	Intermodal Access (SIS, STRAHNET, Military]		25			Intermodal Access (SIS) [A.8, A.9, D.4]		6.25	
						Storm Surge Zones1 [A.3, A.6, A.8]		6.25	
B. User's Needs	Existing LOS	15%	15	45	**B. User's Needs**	Existing LOS [A.2, B.2, B.3, B.4, F.6]	15%	3.75	15
	Future LOS		15			Future LOS [A.2, B.2, B.3, B.4, F.6]		3.75	
	Connectivity		15			Connectivity [B.5]		3.75	
						Public Need [B.1]		3.75	
C. Operational	ITS / ATMS Plans	15%	15	90	**C. Operational, Integrated**	ITS / ATMS Plans [C.4, D.3, D.6]	20%	3.33	19.99
	Corridor Plan		15			Adopted Plans [C.3, D.1, D.3, F.1, G.1, G.2, G.5, G.6]		3.33	
	Freight Plan		15			Corridor / Complete Street [C.4, F.3]		3.33	
	Existing V/C Ratio		15			Existing V/C Ratio [B.3, B.4, E.1]		3.33	
	Future V/C Ratio		15			Future V/C Ratio [B.3, B.4, E.1]		3.33	
	Structurally Deficient		15			Structurally Deficient [C.1, C.2]		3.33	
D. Multimodal	Bicycle, Pedestrian, Public	15%	15	30	**D. Multimodal**	Transit, Ped, Bike, Trail [A.4, D.3, D.5, F.4, G.2]	15%	7.5	15
	Complete Streets		15			Freight / Rail [D.2, D.4, D.7]		7.5	
E. Economic Vitality	Economic Development	10%	10	30	**E. Economic Vitality**	Economic Development [E.2, E.6]	10%	2.5	10
	Rural Connection		10			Rural Connection [E.5]		2.5	
	Tourism / Recreation		10			Tourism / Recreation [E.4, F.1, F.5]		2.5	
						Military (STRAHNet or MIRR) [E.3]		2.5	
F. Quality of Life	Environmental	10%	10	20	**F. Equity, Quality of Life**	Environmental [F.2]	10%	3.33	9.99
						Affordable Housing [F.9]		3.33	
	Community Impact		10			Equity [F.4, F.7, F.8, G.4]		3.33	
G. Planning	Work Program Status	10%	10	20	**G. Consistent, Continuing, Cooperative, Comprehensive**	Work Program Status [G.1]	5%	2.5	5
	Local Gov't Contribution		10			Gov't Contribution [G.7]		2.5	
Total		100%	310		***Total***		100%	**100**	

The Evaluation Criteria were approved by the FL-AL TPO (December 11, 2024) and Committees (December 10, 2024), and the results were applied to evaluate the Needs Plan Projects. The results of the evaluation are provided in the Evaluation Criteria Technical Report, and the Cost Feasible Plan Technical Report where Scenario 2B was based on the adopted Evaluation Criteria.

4.3 2050 Evaluation Criteria

The adopted Evaluation Criteria are presented in **Table 12**. The categories were weighted as follows for a maximum of 100 points per project:

- Goal A: 4 criteria, 25 points, weighted at 25%: 25 points
- Goal B: 4 criteria, 15 points, weighted at 15%: 15 points
- Goal C: 6 criteria, 20 points, weighted at 15%: 20 points
- Goal D: 2 criteria, 15 points, weighted at 15%: 15 points
- Goal E: 4 criteria, 10 points, weighted at 10%: 10 points
- Goal F: 3 criteria, 10 points, weighted at 10%: 10 points
- Goal G: 2 criteria, 05 points, weighted at 10%: 05 points

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100 points[21]

Application of the Evaluation Criteria is further discussed in development of the Cost Feasible Plan scenarios.

[21] Note: Goal C sums to 19.99; Goal F sums to 9.99; values rounded up in this table.

Table 12. Evaluation Criteria

Category and Criteria (Weight)	Criteria Rating Scale (Lesser Benefit <--> Higher Benefit)		
Goal A: Resilient, Safe, and Secure (Weight 25%)			**25**
Hurricane Evacuation [Project is on or develops Hurricane Evacuation Route] A.3, A.5, A.6, A.7	0		6.25
To what extent will the project support movement of people, goods, or services to facilitate evacuation?	No		Yes
Safety Improvement Strategies [Accident rates based on Signal Four Analytics] A.1	0	3.125	6.25
Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years.	Lowest	Mid Range	Highest
Intermodal Access [Project on SIS] A.8, A.9, D.4	0		6.25
Is the project on one of these facilities?	No		Yes
Storm Surge [Project in Storm Surge Zone] A.3, A.6, A.8	0		6.25
Is the project within a mapped Storm Surge Zone?	Zones 1-5		Not in 1-5
Goal B: Meets User's Needs (Weight 15%)			**15**
Existing Level of Service (LOS) [Project existing LOS based on Congestion Management System] A.2, B.2, B.3, B.4, F.6	0	1.875	3.75
What is the existing LOS on the project route?	A or B	C or D	E or F
Future LOS [Project future LOS 2050 in Needs Assessment] A.2, B.2, B.3, B.4, F.6	3.75	1.875	0
What is the future LOS on the project route?	A or B	C or D	E or F
Connectivity [Project improves continuity or connectivity over the network] B.5	0	1.875	3.75
Is the project on a Principal Arterial, Arterial, or Collector / Other?	Collector / Other	Arterial	Principal Arterial
Public Need [Project identified as a need by public] B.1	0		3.75
Was the project identified as a specific need through the Public Involvement process?	No		Yes
Goal C: Operational and Integrated (Weight 20%)			**19.99**
Intelligent Transportation System (ITS) / Advanced Transportation Management System (ATMS) [Supports ITS / ATMS] C.4, D.3, D.6	0		3.33
Does the project advance ITS / ATMS implementation, or included in the SMART Regions Plan, Carbon Reduction Plan, or SS4A Plan?	No		Yes
Adopted Plans [Project in adopted plan] C.3, D.1, D.3, F.1, G.1 ,G.2, G.3, G.5, G.6	0		3.33
Is the project listed in an adopted plan?	No		Yes
Corridor / Complete Street [Complete Street emphasis] C.4, F.3	0		3.33
Does the project employ corridor management techniques that do not require additional travel lanes, or other Complete Street elements?	No		Yes
Existing Volume-to-Capacity (V/C) [Ratio based on Regional Transportation Model] B.3, B.4, E.1	0		3.33
*Is the **Existing** V/C Ratio less than 1.3? [Deficient means greater than > 1.3]*	less than 1.3		greater than 1.3
Future V/C [Ratio based on Regional Transportation Model] B.3, B.4, E.1	3.33		0
*Is the **Future** V/C Ratio less than 1.3? [Deficient means greater than > 1.3]*	less than 1.3		greater than 1.3
Structurally Deficient Upgrades [Project replaces / enhances structurally deficient infrastructure] C.1, C.2	0		3.33
Is the project identified on the TIP for resurfacing or replacement?	No		Yes

Category and Criteria (Weight)	Criteria Rating Scale (Lesser Benefit <--> Higher Benefit)		
Is the project identified on the TIP for resurfacing or replacement?	No		Yes
Goal D: Multi-Modal (Weight 15%)			**15**
Transit, Pedestrian, Bicycle, Trail [Project included in Transit, Bike, Ped, Trail Plan?] A.4, D.3, D.5, F.4, G.2	0	3.75	7.5
Is the project in the TDP or does it provide for multi-modal bike, ped, transit, or park-and-ride / ride-share?	greater than 2 miles	within 2 miles	TDP, on facility
Freight / Rail Plan [Is the project in an adopted Freight or Rail Plan?] D.2, D.4, D.7	0		7.5
Is the project listed in an adopted Freight Plan, or Rail Plan, including passenger rail?	No		Yes
Goal E: Economic Vitality (Weight 10%)			**10**
Economic Development [Project provides connection to activity center] E.2, E.6	0		2.5
Is project within 2 mi. of an economic Activity Center (port, industrial/commerce park, military base, shopping, medical, education)?	No		Yes
Rural Connectivity [Project provides additional connection / enhancement to rural areas] E.5	0		2.5
Is the project listed in the Regional Rural Transportation Plan?	No		Yes
Tourism and Recreation [Project provides for tourism, recreation, linkages to water, trails, parks] E.4, F.1, F.5	0		2.5
Is project within two miles of a Tourism / Recreation Activity Center (park, blueway trail, land trail, beach, museum, historic district)	greater than 2 miles		0 to 2 miles
Military [Project provides for military readiness] E.3	0		2.5
Is the project on the STRAHNET or identified in the MIRR?	No		Yes
Goal F: Equitable, High Quality of Life / Environment (Weight 10%)			**9.99**
Environmental [Environmentally Sensitive Area / Resource / Corridor] F.2	3.333		0
Is project within Wildlife Corridor; Critical Habitat; State/Federal Forest, Park, Management Area; National Seashore?	No		Yes
Affordable Housing [Neighborhoods] F.9	0		3.333
Does the project connect with a Community Redevelopment Area (CRA)?	No		Yes
Equity [Project community impacts assessed] F.4, F.7, F.8, G.4	0		3.333
Does project have a high Equity Score (higher score better)? [Equity Score methodology defined in report]	0-3 Eq. Score		4-7 Eq. Score
Goal G: Consistent, Continuing, Cooperative, Comprehensive (Weight 5%)			**5**
Status [Project Evaluation and Work Plan] G.1	0	1.25	2.5
Are one or more phases of the project scheduled in the 5-Year Work Plan?	No	PD&E / Design	Right-of-Way or Construction
Government Contribution [Project funding includes local government contribution] G.7	0		2.5
Does project include government funding or other contribution?	No		Yes

Goal A: Resilient, Safe, Secure		25
Goal B: User Needs		15
Goal C: Operational and Integrated		19.99
Goal D: Multi-Modal		15
Goal E: Economic Vitality		10
Goal F: Quality of Life		9.99
Goal G: Consistent, Continuing, Cooperative, Comprehensive		5
Weighted maximum points		100
TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.		
Tie Breaker: Total Cost of Project (Less Cost, Higher Priority)		

5 Financial Resources

5.1 Introduction

Financial Resources are determined by the Florida Department of Transportation and the Alabama Department of Transportation and communicated to the ECRC and TPOs for use in development of the Long-Range Transportation Plan. The Financial Resources Technical Report documents the available funding, and identifies other potential sources of revenue.

5.2 Development of Financial Resources

Documents for revenue forecasts that were provided by the Florida and Alabama Departments of Transportation are listed in Appendix F of the Final Report and the Financial Resources Technical Report and are listed below. The Year of Expenditure multiplier from the Revenue Forecasting Handbook are also listed below.

Summary of Federal and State Revenues for Florida

The Florida Department of Transportation (FDOT) District 3 Planning office provided estimates of state and federal transportation funding for the TPO for years 2025-2050. The forecast categorizes FDOT's major programs into capacity and non-capacity programs. It should be noted that this is not the total amount of funds that are spent on the transportation system. The vast majority of transportation funds are spent on operations and maintenance of the existing system. These are programs such as roadway surfacing and safety. Once all of the maintenance obligations are satisfied, the remaining funds are available for capacity projects.

Forecasted revenues for capacity programs are used to expand existing transportation systems that support economic competitiveness and improve quality of life.

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit).

SIS Highways Construction & ROW – Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). Eligible activities under this program include construction, improvement, and associated right-of-way for roads that are classified as part of the SIS. Examples of roadways that are part of the SIS include:

- Interstates 10 and 110
- Airport Boulevard
- State Road 87
- US Highway 29
- State Road 173 (Blue Angel Parkway)
- US Highway 98

Other Arterial Construction / ROW – Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. It also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).

Aviation – Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.

Transit – Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

Seaport Development – Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.

Transportation Management Area Funds (TMA) – Areas with a population over 200,000 qualify for TMA funds. These are areas that must comply with section transportation planning requirements.

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. In a typical Work Program cycle the non-capacity dollars make up approximately 50-60% of the Work Program's budget.

Some of the characteristic activities include the following:

- Safety Programs
- Resurfacing Programs
- Bridge Programs
- Product Support
- Operations & Maintenance Program
- Administration and Other.

Safety Programs – Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.

Resurfacing Programs – Resurfacing of pavements on the State Highway System and local roads as provided by state law.

Bridge Programs – Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).

Product Support – Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).

Operations & Maintenance Program – Activities to support and maintain transportation infrastructure once it is constructed and in place.

Administration and Other – Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.

Alabama Revenue

ALDOT provided a Memorandum dated February 23, 2024 (Appendix F-72). The memo is for the TPOs to use for development of their revenue forecasts for the Long-Range Transportation Plans and is located in the Financial Resources Report and Appendix F (Appendix F-72). The ALDOT funding memorandum further explains the available funding for Alabama projects. AL capacity funding includes Construction, utilities, associated right-of-way, and design work that increases the vehicle capacity of highways in Alabama. AL Operations and Maintenance includes construction, utilities, associated right-of-way, and design work that improves the operation, improves the condition, or increases the longevity of highways in Alabama. AL Transit funding includes FTA 5307 funding. Current funding identified in the Transportation Improvement Program (TIP) is from the adopted TIP available online at: http://flaltpo.dtstiptool.com/.

Revenue Summaries for Florida and Alabama

Listed in the tables below are the projections provided by FDOT and ALDOT for the FL-AL TPO to use in development of the 2050 FL-AL Long-Range Transportation Plan. The TIP projects are from the FY 2025-2029 and 2026-2030 TIPs and the costs will equal the revenue. These tables are presented in Year of Expenditure dollars.

Table 13. 2050 Funding (AL)

	Program Estimates (Federal Funding) $M [Year of Expenditure (YOE)]					
	2025	2026-2030	2031-2035	2036-2040	2041-2050	25-Yr Total
Capacity	$0.00	$1.14	$1.97	$2.08	$4.47	$9.66
O&M	$0.15	$2.27	$3.11	$3.27	$7.05	$15.22
Transit	$0.15	$0.80	$0.84	$0.88	$1.90	$4.56
MPO Dedicated	$0.33	$1.68	$1.77	$1.86	$4.00	$9.63
Carbon	$0.04	$0.20	$0.20	$0.20	$0.39	$1.02
State	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
total	$0.67	$6.08	$7.88	$8.28	$17.81	$40.72

Table 14. 2050 Funding (FL)

Capacity Programs	Time Periods (Fiscal Years) $ in Millions in Year of Expenditure (YOE)					
	2025	**2026-2030**	**2031-2035**	**2036-2040**	**2041-2050**	**27-Year Total**
SIS [from SIS Plans]	$31.23	$448.23	$113.73	$27.76	$966.81	$1,587.77
SHS (Non-SIS) [*Handbook* Table 30]	$0.68	$7.57	$17.98	$18.69	$38.03	$82.95
22% Production	$0.29	$4.15	$6.13	$6.38	$12.97	$29.92
Other Roads (Non-SIS, Non-SHS) [*Handbook* Table 31]	$0.63	$11.28	$9.89	$10.29	$20.94	$53.03
Transit (Non-SIS) [*Handbook* Table 32]	2.67	7.33	7.93	8.29	16.92	$43.14
Federal STBG TMA Funds [*Handbook* Table 27]	$15.72	$29.13	$39.03	$45.87	$117.38	$247.13
Federal STBG TMA Funds [*Supplemental*]	$18.90	$31.45	$49.51	$58.19	$148.88	$306.92
22% Production [*Federal*]	--	--	$21.66	$25.16	$63.18	$109.99
Total Capacity (with SIS) *[Does not include Federal Production, TRIP, TA, Carbon]*	**$67.45**	**$531.81**	**$236.28**	**$167.17**	**$1,305.01**	$2,307.72
Total Capacity (without SIS) *[Include Federal Production]*	**$36.22**	**$83.58**	**$144.20**	**$164.57**	**$401.38**	$710.15

Project Costs

The first years (2025-2030) are the TIP projects and are listed in the Cost Feasible Plan Spreadsheet (Appendix F). The SIS Costs are derived from the FDOT SIS Cost Feasible Plan that was posted on the FDOT Web Site. The cost estimates for the Non-SIS, Alabama, and local projects for 2030-2050 are based on typical costs provided by DOT or if more precise costs are provided by the DOT Project Manager. The costs for 2030-2050 are expressed in Year of Expenditure by using a multiplier methodology as discussed in Section 7.8.3. Alabama project costs are estimated using a 1% inflation factor for projecting out-year costs as indicated by the Alabama Department of Transportation.

Project cost summary is provided in Section 7.8.3 in Year of Expenditure dollars.

Appendix F of this Long-Range Transportation plan provides the FDOT Revenue Forecast excerpt from the FDOT *Revenue Forecasting Guidebook* (June 2023) for the FL-AL TPO and for the inflation factors to adjust to Year of Expenditure, and the guidance from Alabama Department of Transportation.

Financial Resources were reviewed with the Steering Committees on:

- Steering Committee Meeting #4: June 24, 2024
- Steering Committee Meeting #5: August 12, 2024
- Steering Committee Meeting #8: April 15, 2025
- Steering Committee Meeting #9: June 10, 2025
- Steering Committee Meeting #10: July 15, 2025.

Financial Resources were reviewed with the public on:

- Cost-Feasible Plan Public Workshop (Baldwin): June 23, 2025
- Cost-Feasible Plan Public Workshop (Escambia): June 24, 2025
- Cost-Feasible Plan Public Workshop (Santa Rosa): June 25, 2025.

Financial Resources were reviewed with the TPO and Committees on:

- December 11, 2024 (Adopted)
- May 13, 14, 2025 (Updated)
- August 12, 13, 2025 (Updated).

FDOT D3 provided an update on October 1, 2024 (Appendix F-73), supplementing the FL-AL 2050 Revenue Forecast for Table 27 funds, and adjusting the funding from the District level to the TPO level based on statutory fair share percentage for member counties. Updated funding was also provided for the Transportation Alternatives (TA) and Transportation Regional Incentive Program (TRIP), but those dollars were not included in the capacity funding. The supplemental funding adds to (supplements) the Revenue Forecast Handbook Table 27, as clarified by FDOT D3 on October 8, 2024.

Strategic Intermodal System (SIS) Funding is from the SIS Plans:

- Adopted Five-Year Plan (July 2023) (FY 24-28)
- Approved Second Five-Year Plan (July 2023) (FY 29-33)
- Long-Range Cost Feasible Plan (July 2024) (FY 35-50).

Non-Strategic Intermodal System (Non-SIS) Capacity funding includes:

- State Highway System (SHS, non-SIS) [Handbook Table 30] (Appendix F-71)
- Other Roads (Non-SIS, Non-SHS) [Handbook Table 31] (Appendix F-72)
- Federal Surface Transportation Block Grant (STBG) Transportation Management Area (TMA) [Handbook Table 27 as supplemented by FDOT D3 (March and April 2025)] (Appendix F-70)

Capacity funding does not include:

- Transit [Handbook Table 32] (Appendix F-72)
- Carbon Reduction Program [Handbook Table 29] (Appendix F-71)
- Transportation Alternatives (TA) [Handbook Table 28] (Appendix F-70)
- Transportation Regional Incentive Program (TRIP) [Handbook Table 15] (Appendix F-34)

6 Needs Plan

6.1 Introduction

The Needs Plan considers current and future transportation needs without consideration of financial constraints.

6.2 Development of Needs Plan Projects

The Needs Plan process is summarized in **Figure 28.**

Figure 28. Needs Plan Process



6.2.1 Existing Plus Committed Network

To determine what roadway projects are initially needed, an Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads, within the study area, plus new or expanded (committed) roadways funded for construction and completed, or will be completed, 2020- 2028. 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 (VC) ratios. To determine the transportation needs, the traffic model is run using the Existing plus Committed Network and projected future land use. 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 list of projects, as well as the map of the Existing plus Committed Network along with the deficiencies, are listed in **Table 15**, and shown in **Figure 29**.

Table 15. Committed Projects

Roadway	Limits	Project
Canal Road [AL] [500, 501]	Beaver Creek Lane to Foley Beach Express; and SR 161 (Orange Beach Boulevard) to Wilson Boulevard	Provide 5 Lanes Capacity
CR 91 [AL] [502]	CR 99 to Rosalia Ave (Lillian Loop)	Provide shoulder widening as part of Lillian Loop
CR 99 [AL] [503]	CR 91 to Carrier Drive	Provide paved shoulders
New Bridge [AL] [504]	SR 180 (Canal Road) to Foley Beach Express	Complete Waterway and Beach Express and with Two Lanes One-Way Southbound
AL SR 180 (Canal Road Bypass) [AL] [505]	AL SR 180 (Canal Road) to SR 161 (Orange Beach Blvd)	Provide Major Intersection Improvement New bypass alignment Option A
Gregory Street/Bayfront Parkway/17th Avenue [506]	Gregory Street/Bayfront Parkway to 17th Avenue	Provide Flyover / Roundabout
Olive Road [507]	Gregg Road to Johnson Avenue	Provide Bi-Directional Center Turn Lane
Nine Mile Road [508]	Beulah Road to US 29	Provide 4 Lanes Capacity
US 29 [509]	I-10 to North of Nine Mile Road	Provide 6 Lanes Capacity
Pensacola Bay Bridge [510]	Bay Bridge Drive to 17th Avenue	Provide 6 Lanes Capacity
Longleaf Drive [511]	Pine Forest Road to East of Wymart Road	Provide Bi-Directional Center Turn Lane
Pea Ridge Connector [512]	US 90 to Hamilton Bridge Road	Provide New 4 Lane Road
US 29 (North Palafox St) [513]	US 90 (Cervantes St) to West Scott Street	Provide Lane Reduction Four to Two Lanes
AL SR 180 (Canal Road) [AL] [514]	Foley Beach Express to SR 161 (Orange Beach Boulevard)	Provide 5 Lanes Capacity
US 98 (Gulf Breeze Parkway) [515]	Bayshore Road to Portside Drive	Provide 6 Lanes of Capacity

Figure 29. Committed Projects



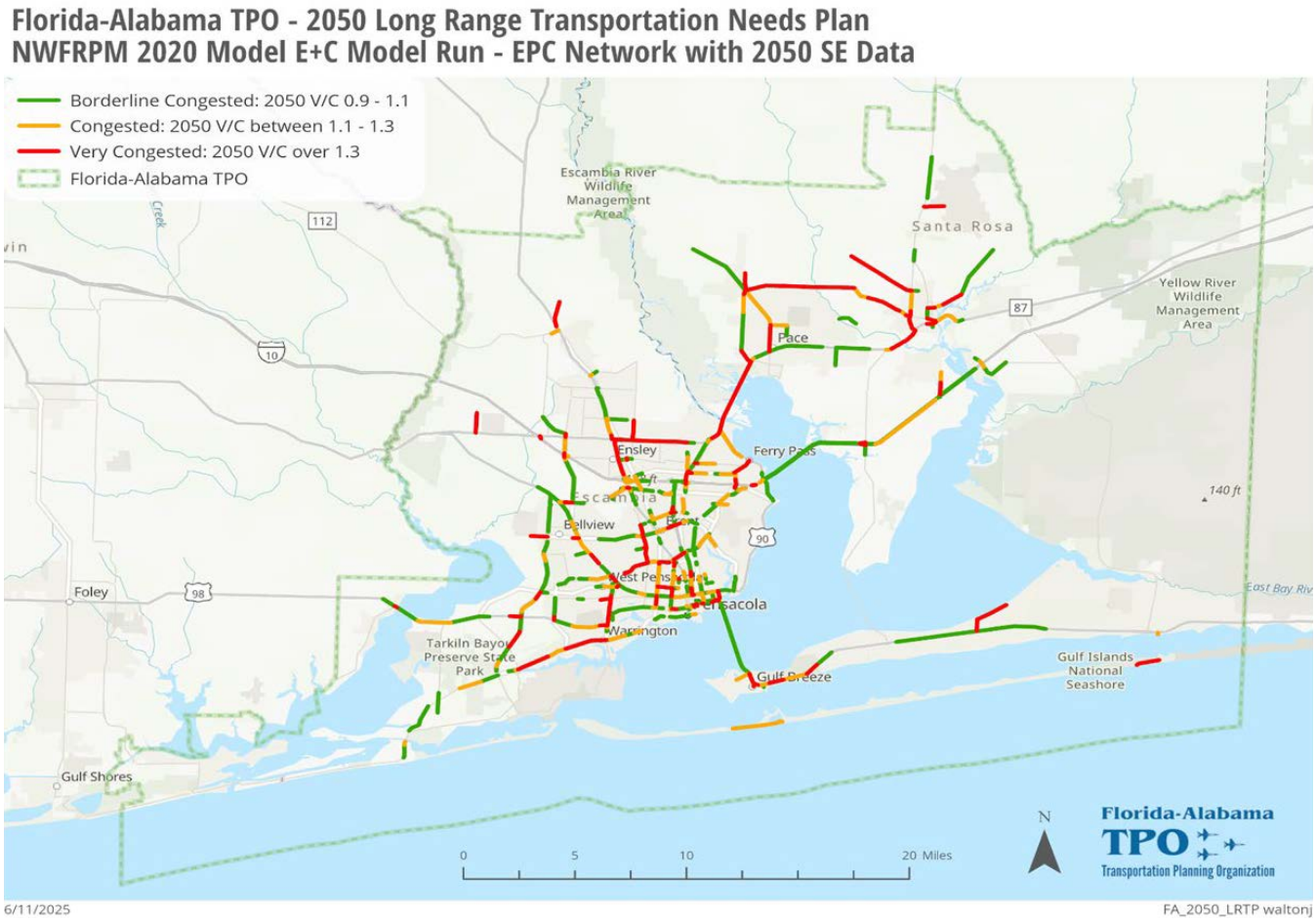
6.2.2 E+C Deficiencies

One of the outputs of the Northwest Florida Regional Planning Model is a map showing the road deficiencies. The deficiency map is one of the tools to help determine where and what type of roadway improvements are needed to meet demand of future growth on the infrastructure. Deficiencies are determined from the 2050 Northwest Florida Regional Transportation Model. The 2050 socio-economic data that was reviewed in the 2050 Northwest FL Regional Transportation Model with the Land Use Subcommittee and utilized as input in development of forecasted deficiencies. FL-AL TPO, along with FDOT, ALDOT, representatives of real estate development organizations, and local government staff, participated in the Northwest Florida Regional Transportation Model Land Use Subcommittee meetings to provide input into development of socioeconomic data for the 2050 Northwest Florida Regional Transportation Model. The data was used by the model to produce travel demand on the roadway network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). The analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2050. For this analysis, the following V/C Ratios were used as shown in **Table 16** and shown in **Figure 30**.

Table 16. Volume-to-Capacity Congestion Levels

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

Figure 30. Existing Plus Committed (EPC) Project Deficiency Map



6.2.3 2045 Needs Plan Review

The next step in the Needs Plan development was to review prior projects in the previous 2045 Needs Plan. These projects were reviewed in conjunction with the current deficiency data to determine if the projects were still warranted or if they could be removed for other reasons. Some of these projects have been completed and some of the needs have changed because of changes in roadway ownership, land use, development patterns, development intensity and revised population and employment forecasts. Projects that were removed were also reviewed with the Steering Committee. These projects are listed in **Table 17**.

Table 17. 2045 Needs Plan Projects Not Included in the 2050 Needs Plan

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
ALABAMA					
Canal Road	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Baldwin	Provide 5 Lanes Capacity	Committed Project. Project complete.
New Bridge	SR 180 (Canal Road)	Foley Beach Express	Baldwin	Complete Waterways and Beach Express and with Two Lanes One-Way Southbound	Committed Project Under Construction
AL SR 180 (Canal Road Bypass)	AL SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Baldwin	Provide Major Intersection Improvement - New bypass alignment Option A	Committed Project
AL SR 180 (Canal Road)	Foley Beach Express	SR 161 (Orange Beach Boulevard)	Baldwin	Provide 5 Lanes Capacity	Committed Project
US 90 / US 98 New Connector - New 2 Lane Facility	US 98 (SR 30)	US 90 (SR 10)	Baldwin	New 2 Lane Facility	Illustrative (Beyond 2050)
AL Cross Island Connector (Foley Beach Ext.) - Provide 4 Lanes of Capacity, New Roadway	US 98 (SR 30)	US 90 (SR 10)	Baldwin	Provide 4 Lanes of Capacity, New Roadway	Illustrative (Beyond 2050)

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
AL Wolf Bay Bridge - Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	Construct new 2 Lane Bridge and Connecting Roads (Local Funds - City of Orange Beach)	Illustrative (Beyond 2050)
Paved Shoulders on CR 91 and Rosalia Ave (Lillian Loop)	CR 99 to Rosalia Avenue (Lillian Loop)		Baldwin	Shoulder widening path CR 99 to Rosalia Avenue to CR 91 Loop	Illustrative (Beyond 2050)
US 98 / SR 42	Barclay Avenue	Alabama State Line	Baldwin	Paved shoulders on US 98 / SR 42	Existing paved shoulders are in place to accommodate safety (April 28, 2023 LRTP Amendment).
US 98 / SR 42	Hillcrest Avenue	Barclay Avenue			
US 98 / SR 42	CR 91 (Sycamore)	Hillcrest Avenue			
AL CR 83 (Baldwin Beach Express) Extension	I-10	I-65	Baldwin	Provide 2 or 4 Lanes of New Capacity	Illustrative (Beyond 2050)
CR 99 Paved Shoulders Construction Phase 100063640	CR 91	Carrier Drive	Baldwin	Paved shoulders on CR 99	Updated in February 21, 2024 Modification #4. Request from Baldwin County to remove.
CR 99 Sidewalks	Carrier Drive	Spanish Cove Drive	Baldwin	Sidewalk on CR 99	Updated in February 21, 2024 Modification #4. Request from Baldwin County to remove.
CR 99 at Spanish Cove Drive North Design Phase 100076570	CR 99	Spanish Cove Drive North	Baldwin	North Turn Lane at CR 99 at Spanish Cove Drive North	Request from Baldwin County to remove.
CR 99 at Spanish Cove Drive North R/W Phase 100076571					
CR 99 at Spanish Cove Drive North Utility Phase 100076572					
CR 99 at Spanish Cove Drive North Construction Phase 100076573					
AL Traffic Operations Center			Baldwin	Construct Traffic Operations Center for Orange Beach	Request from ALDOT and Baldwin County to remove.

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
FLORIDA					
Gregory Street / Bayfront Parkway / 17th Avenue	Gregory Street / Bayfront Parkway	17th Avenue	Escambia	Provide Flyover / Roundabout	Committed Project. Construction Complete.
Nine Mile Road	Beulah Road	US 29	Escambia	Provide 4 Lanes Capacity	Committed Project. Construction Complete.
US 29	I-10	North of Nine Mile Road	Escambia	Provide 6 Lanes Capacity	Committed Project. Construction Complete.
Longleaf Drive	Pine Forest Road	East of Wymart Road	Escambia	Provide Bi-Directional Center Turn Lane	Committed Project. Construction Complete.
US 29 (North Palafox St)	US 90 (Cervantes St)	West Scott Street	Escambia	Provide Lane Reduction From Four to Two Lanes	Committed Project. Construction Complete.
Port Main Gate Relocation	E. Main Street and SR 196 (Bayfront Parkway)		Escambia	Main Gate Relocation at Port of Pensacola	No Longer Requested by Port
Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Escambia	Roundabout	Construction Complete
Perdido Key Drive Multi-Use Path	Bridge	Park Entrance	Escambia	Perdido Key Drive Multi-Use Path	Construction Complete
Scenic Heights Parks & School Connectivity	Multiple	Multiple	Escambia	Langley Ave crossing and sidewalks	Project Complete
SR 289 (Ninth Avenue)	SR 196 (Bayfront Parkway)	SR 296 (Brent Lane)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 292 (Barrancas Avenue)	SR 292 (S. Pace Blvd)	US 98 (Garden Street)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
SR 292 (Barrancas Avenue)	Old Barrancas Avenue	SR 295 (S. Navy Blvd)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
CR 296A (Marlane Drive / Cerney Rd)	US 90 (Mobile Hwy)	SR 173 (N.	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Patricia Drive	CR 296A (Marlane Drive / Cerney Rd)	SR 727 (W. Fairfield Drive)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Massachusetts Avenue	US 90 (Mobile Hwy)	SR 292 (N. Pace Blvd)	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
Fort Pickens Road	SR 399 (Via de Luna Drive)	Gulf Islands National Seashore Boundary	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
US 90 (Scenic Highway)	SR 742 (Creighton Road)	SR 291 (N. Davis Hwy) / US 90	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Garden Street	W Street	Alcaniz Street	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
14th Avenue	Cervantes Street	Bayfront Parkway	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Gregory Street	I-110	Bayfront Parkway	Escambia	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
CR 95A	I-10	US 29	Escambia	Corridor Management Plan/Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Express Bus - Cordova - Downtown	Cordova Mall	Downtown Pensacola (City Hall)	Escambia	Express Bus	Routes redefined by ECAT Transit Development Plan
Express Bus - NAS Transit	Rosa Parks Transit Hub	NAS Pensacola, Corry Station	Escambia	Express Bus	Routes redefined by ECAT Transit Development Plan
Chappie James Bridge	Bay Bridge Drive	17th Avenue	Escambia / Santa Rosa	Provide 6 Lanes Capacity	Committed Project. Construction Complete.
US 98 (Gulf Breeze Pkwy)	Bayshore Road	Portside Drive	Santa Rosa	Provide 6 Lanes of Capacity	Committed Project. Construction Underway.
Pea Ridge Connector Phase I	US 90	Hamilton Bridge Road	Santa Rosa	Provide New 4 Lane Road	Committed Project. Construction Complete.
Daniel Street	Shoreline Drive	US 98	Santa Rosa	Provide Additional Capacity	Request to Remove by City of Gulf Breeze
SR 399 (Gulf Boulevard) on Navarre Beach	SR 399 (Navarre Beach Causeway)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor / Complete Streets Study	Reduction of Corridor / Complete Streets Studies
Becks Lane Railroad Crossing			Escambia	New RR crossing east of US 29	Determined not feasible by Escambia County
Jackson Street	Fairfield Drive	New Warrington Road	Escambia	Sidewalks	Project under construction
Chemstrand Road	Johnson Avenue	Kingsfield Road	Escambia	Sidewalks	Project under construction
Saufley Field Road	Mobile Highway	Saufley Field Gate	Escambia	Sidewalks	Project under construction
Old Corry Field Rd	Jackson Street	Lillian Highway	Escambia	Sidewalks	Project under construction
Lanier Drive	Toni Street	SR 742 Creighton Road	Escambia	Sidewalks	Project under construction

2045 Needs Plan Projects Not Included in the 2050 Needs Plan					
Corridor	**From**	**To**	**County**	**Description**	**Reason Not Included in 2050 Needs Plan**
CR 95A	I-10	US 29	Escambia	Sidewalks and corridor improvement	Request for removal by Escambia County as project under implementation through CRA

6.2.4 TPO Priorities and TIPs

Another component of the Needs Plan development was the review of the Priorities and Transportation Improvement Program (TIP) as adopted by the TPO. The current and previous versions were reviewed to incorporate existing Priorities and projects and to ensure that the current TIP is part of the current Long-Range Transportation Plan.

6.2.5 Review of Planning Documents

The 2050 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 2050. The planning documents reviewed are further examined in the Goals and Objectives Technical Report and discussed in **Section 1.18** of this LRTP.

Because it represents a substantial housing and population growth cluster in the central portion of Escambia County, additional emphasis is given here to the Mid-West Sector Plan. As a result of consultation with Escambia County staff, and following the previous needs identified in the 2045 LRTP, the 2050 Needs Plan capacity projects associated with the Escambia County Sector Plan are:

- I-10 from SR 99 (Beulah Road) Overpass to SR 297 (Pine Forest Road
- I-10 at SR 99 New Interchange
- I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5
- Beulah and Kingsfield Road Reconfiguration
- Kingsfield Road
- US 29 Connector West Bypass [Segment 1]
- SS4A Safety Action Plan High Injury Network Escambia-9, Rank 32, Kingsfield Road
- US 29 (SR 95) Capacity
- Well Line Road from US 29 to CR 97 (Jacks Branch Road)
- US 29 Connector East Bypass/CR 184 Quintette Road
- CR 184 Quintette Road at CR 95A Intersection
- I-10 New Overpass, Frank Reeder Road to Devine Farm Road

- Frank Reeder Road / Devine Farm Road
- CR 297A
- Muscogee Road Reconstruction

Notable additions to the 2050 LRTP Needs Plan include incorporation of safety and military projects associated with the ECRC Seven-Layer Cake initiatives such as the Safe Streets and Roads for All Safety Action Plan (SS4A), and the Military Installation Resilience Review (MIRR). Although the MIRR is not under the ECRC Seven-Layer Cake initiative, it represented a significant regional planning collaborative to address resiliency needs across the Northwest Florida military installations and resulted in the incorporation of projects into the 2050 LRTP Needs Plan. The Seven-Layer Cake initiative resulted in just under 60 projects added to the Needs Plan to address technology and safety leading to and supporting the development of the Regional Transportation Management Center and associated fiber and network infrastructure, including analysis of the High-Injury Network priority locations identified in the SS4A Plan. The MIRR plan resulted in identification of inter-regional network linkages on US 98 connecting between the FL-AL TPO and the Okaloosa-Walton TPO for congestion issues that are also affecting military readiness at Hurlburt Field on Eglin Air Force Base. Other notable regional planning efforts incorporated into this 2050 LRTP include the incorporation of the unfunded gaps in the Shared-Use Non-Motorized (SUN) Trail system and other segments identified by FDEP Office of Greenways and Trails that might be outside of the SUNTrail system.

Following are examples of other projects incorporated from review of local and regional planning documents:

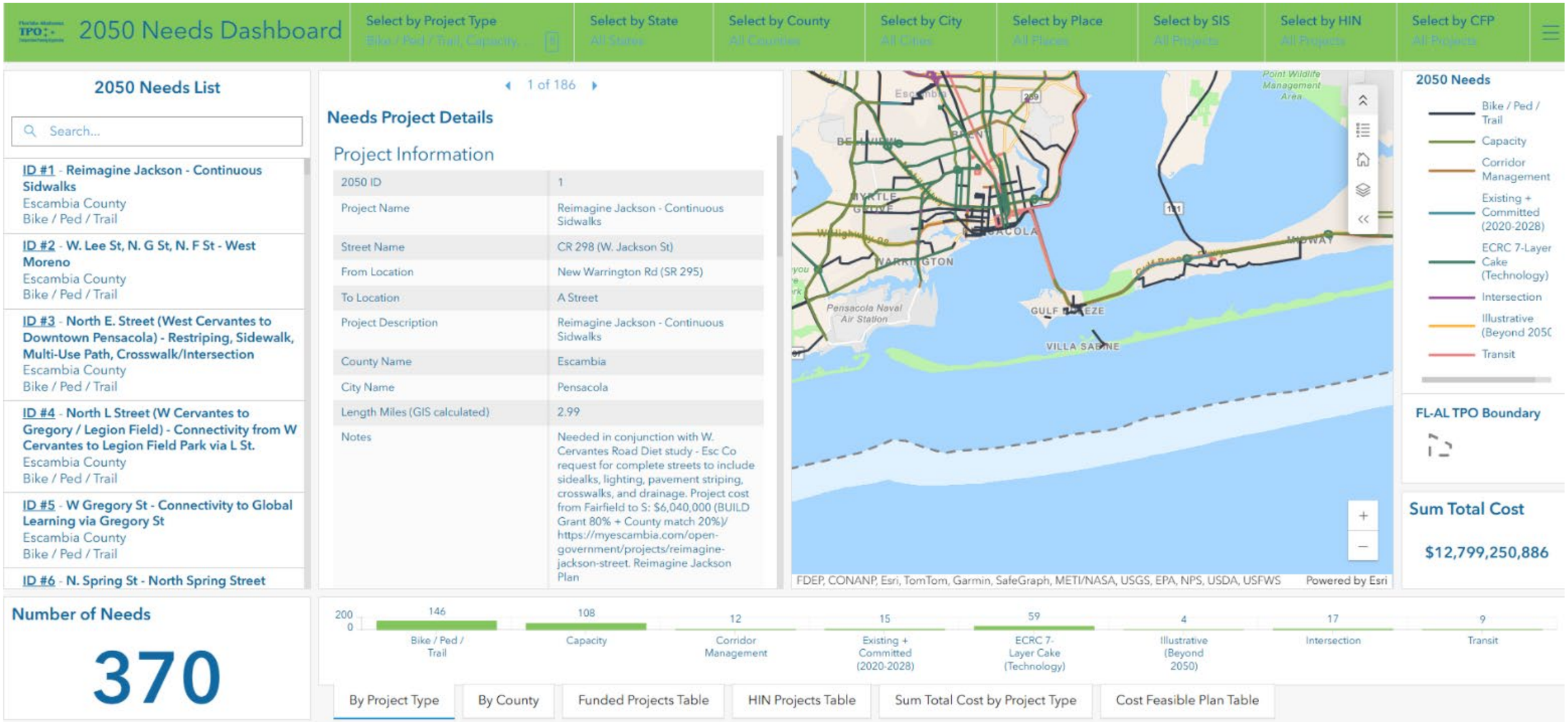
- Downtown Pensacola Waterfront Connector Trail - Phase 2
- Soundview Trail 4554131 & 4554132 [141] SUNTrail Priority 2
- Nine Mile Road Ped Overpass
- Truck Parking
- EV Charging Stations (Smart Regions Master Plan)
- Reimagine Jackson Implementation
- Pensacola Beach Blvd Shared Use Path
- Pensacola Beach Roundabouts
- CR 399 (East Bay Boulevard) - Intersection Improvement (Roundabout)
- Berryhill Road Shared-Use Paths
- Cervantes Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
- BluffLine
- Amtrak Regional extension.

6.2.6 Geographic Information System Dashboard

A notable improvement for the 2050 Long-Range Transportation Plan development was the development of an innovative Geographic Information System (GIS) Dashboard (**Figure 31**). The GIS Dashboard was used to accomplish multiple objectives throughout the development of Needs Plan. Each project on the Dashboard is clickable to provide additional information from the Needs Plan spreadsheet such as the length, a simplified description, reference to previous incorporation in earlier Long-Range Transportation Plans, evacuation routes, and congestion. There are multiple layers for analysis such as:

- Volume to Capacity levels of congestion
- Federal Functional Classification of roadways
- Level of Service
- Bicycle / Pedestrian projects
- Advanced Traffic Management System (ATMS) Priority project locations
- Environmental resources such as parks, resource agency management areas, and state forests
- Military installations
- Federal lands
- Community designations, boundaries, and features.

Figure 31. FL-AL 2050 Dashboard



In development of the Dashboard, consideration was given for multiple layers for analysis of other topics:

- Environmental Critical Habitat Rivers
- Wildlife Corridors
- Prime Farmland
- State Forests
- National Parks
- State Parks
- Military Facilities
- Strategic Intermodal System (SIS) Facilities (Airports, Seaports, Rail, Waterways, Highways)
- Community features (hospitals, schools, parks)
- Demographic analysis (employment density, population density
- Recreational trails (land and water)
- Planned developments and Development of Regional Impact projects
- Opportunity Zones
- Regional rural projects
- Linkage to Activity Centers
- Park and Ride Lots
- Transit routes
- Railroads
- 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. For example, the image below in **Figure 32** shows the FL-AL 2050 Needs Plan projects, along with Section 4(f) managed lands such as parks, wildlife issue corridors, and other environmentally sensitive lands.

Figure 32. FL-AL 2050 Dashboard with Environmental Layers



6.2.7 Steering Committee Review

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 August 2023 TPO Advisory Committee meetings. The membership of the Steering Committee is identified in Appendix B of the Needs Plan Technical Report. The Steering Committee met two times to present potential projects for Needs Plan consideration:

- Steering Committee #5: August 12, 2024 (presentations from Naval Air Station Pensacola, Naval Air Station Whiting Field, Hurlburt Field, FDOT Freight)
- Steering Committee #6: September 16, 2024 (presentations on ALDOT freight, bike / ped / trail needs, Port of Pensacola, Pensacola International Airport, Escambia County Area Transit, Baldwin County and Baldwin Regional Area Transit)

The Steering Committee then met two times to review draft Needs Plan projects:

- Steering Committee #7: January 22, 2025
- Steering Committee #8: April 15, 2025

Prior to Steering Committee #8, input on the draft Needs Plan was requested from the following (no response received):

- Federally Recognized Tribes and Santa Rosa Band of the Lower Muscogee
- Environmental agencies (both FL and AL)
- Pensacola and Perdido Bay Estuary Program
- NPS Gulf Islands National Seashore
- Visit Pensacola
- Florida's Great Northwest
- Pensacola-Escambia Development Commission
- Santa Rosa County Tourist Development Office
- Regional Tourism Council / Coastal Alabama Partnership [Baldwin County TDC]
- Area Housing Commission
- Escambia Consortium
- Community Redevelopment Agencies

The summaries of those meetings are provided in Appendix B of the Needs Plan Technical Report.

Steering Committee review resulted in useful dialog to refine the Needs Plan projects. While not all projects requested could be added to the Needs Plan, the discussion, as documented in the meeting summaries listed in Appendix B of the Needs Plan Technical Report, show active and engaged participation by the local governments to define and shape the Needs Plan. For example, Escambia County requested several projects to be added. An in-depth review was completed and discussed in a working meeting with Escambia County. Projects on local roads which are not Federal Aid Eligible were not eligible for inclusion in the Needs Plan. Several bicycle / pedestrian needs were brought forward but need to be further considered for inclusion in the FL-AL Ped / Bike / Trail Plan before incorporation into the Needs Plan. Projects that were added to the Needs

Plan include a shared-use path on Pensacola Beach, a pedestrian overpass on W. Nine Mile Road (already included in the FL-AL Ped / Bike / Trail Plan and the US 90 Corridor Study), and capacity improvements on SR 99 Beulah Road. Several intersection projects were considered, but referred to the Transportation System Management process, and projects outside of the TPO planning boundary were referred to the ECRC Rural Plan process. Some existing Needs Plan projects were deleted at the request of the County. Project limits of some projects were adjusted such as Beulah Road. Several projects were added to incorporate the recommendations of the Reimagine Jackson corridor plan.

6.2.8 Public Involvement

Three public workshops were held to review the draft Needs Plan. A PowerPoint presentation of the LRTP process and the Needs Plan components were presented at each of the three meetings, followed by an open house format where individuals could review handouts of the draft Needs Assessment projects and ask questions of the LRTP planning staff. The summary of the public comments and advertisements of the three public workshops are listed in the Needs Plan Technical Report. Public input was received and incorporated from the three meetings as documented in the Needs Plan Technical Report:

- Baldwin County, AL: March 10, 2025
- Santa Rosa County, FL: March 11, 2025
- Escambia County, FL: March 12, 2025

The first public meeting was held in-person at the Orange Beach Library, 26267 Canal Road Orange Beach, AL 36561; beginning at 10:00 a.m. ALDOT representatives were present, along with representatives from the City of Orange Beach. Needs Plan projects were reviewed. Public input was provided by the City of Orange Beach for additional Needs Plan projects, and the list of Existing + Committed projects reviewed by the City or Orange Beach and ALDOT. Discussion also included a Baldwin County representative working with the Baldwin County transportation model development.

The second public meeting was held in-person at the Pensacola Library, 239 N. Spring Street, Pensacola, FL 32502; beginning at 2:00 p.m. FDOT representatives were present along with a Citizens Advisory Committee representative, Escambia County School District Transportation Coordinator, Escambia County Area Transit, Bluffline, and Escambia County. Comments from the meeting are documented in the Needs Plan Technical Report and included questions on a completed FDOT PD&E Study, freight and rail inclusion in the Needs Plan, and questions on the Evaluation Criteria. In addition, Escambia County provided a detailed list of projects for consideration in the Needs Plan and a separate meeting was held with Escambia County to review the projects and determine which ones were applicable for incorporation into the Needs Plan. For example, projects on local roads which are not Federal Aid Eligible were not eligible for inclusion in the Needs Plan. Several bicycle / pedestrian needs were brought forward but need to be further considered for inclusion in the FL-AL Ped / Bike /

Trail Plan before incorporation into the Needs Plan. Projects that were added to the Needs Plan include a shared-use path on Pensacola Beach, a pedestrian overpass on W. Nine Mile Road (already included in the FL-AL Ped / Bike / Trail Plan and the US 90 Corridor Study), and capacity improvements on SR 99 Beulah Road. Several intersection projects were considered, but referred to the Transportation System Management process, and projects outside of the TPO planning boundary were referred to the ECRC Rural Plan process. Some existing Needs Plan projects were deleted at the request of the County. Project limits of some projects were adjusted such as Beulah Road. Several projects were added to incorporate the recommendations of the *Reimagine Jackson* corridor plan.

The third public meeting was held in-person at the Gulf Breeze Community Center, 1070 Shoreline Drive, Gulf Breeze, FL 32561; beginning at 10:00 a.m. FDOT and ALDOT were represented, along with the City of Gulf Breeze (City Manager and Mayor), and Santa Rosa County. The Gulf Breeze representation had questions about the Citizen's Advisory Committee and the function of FL-AL TPO. Santa Rosa County had questions about the Northwest Florida Regional Planning Model and requested the model data for their use in the development of the East Milton Master Plan. Gulf Breeze had additional questions to clarify the capacity needs for the upcoming Strategic Intermodal System project on US 98. FDOT indicated that the PD&E will further evaluate and likely remove the need for 8-lane capacity through Gulf Breeze (as shown in the SIS Plan) and rather focus instead on access improvements and reconfiguration of the SR 399 / US 98 interchange. Santa Rosa County asked FL-AL TPO to follow up with the county economic development director to determine if there are other freight or capacity needs associated with the planned industrial parks. That coordination was completed subsequent to the meeting and no new needs were identified.

To support meaningful public participation and raise awareness of the Florida-Alabama 2050 Needs Plan Public Workshop, FL-AL TPO implemented a multi-faceted outreach approach using both traditional and digital communication tools.

Public notices were issued in advance of the workshop and posted to the FL-AL TPO website, the Florida-Alabama TPO's 2050 Long-Range Transportation Plan webpage and distributed through official agency channels. The notices included key event details such as the purpose, date, time, location, and participation options. These were released approximately one week prior to the event to allow sufficient time for public awareness.

Targeted outreach was conducted through a MailChimp eblast sent to the FL-AL TPO list of interested parties, including local governments, transportation stakeholders, agency partners, community organizations, and members of the public who have previously engaged with regional planning efforts. The eblast provided workshop details and encouraged participation and input. This method helped ensure timely and direct communication with individuals most likely to be engaged in the planning process.

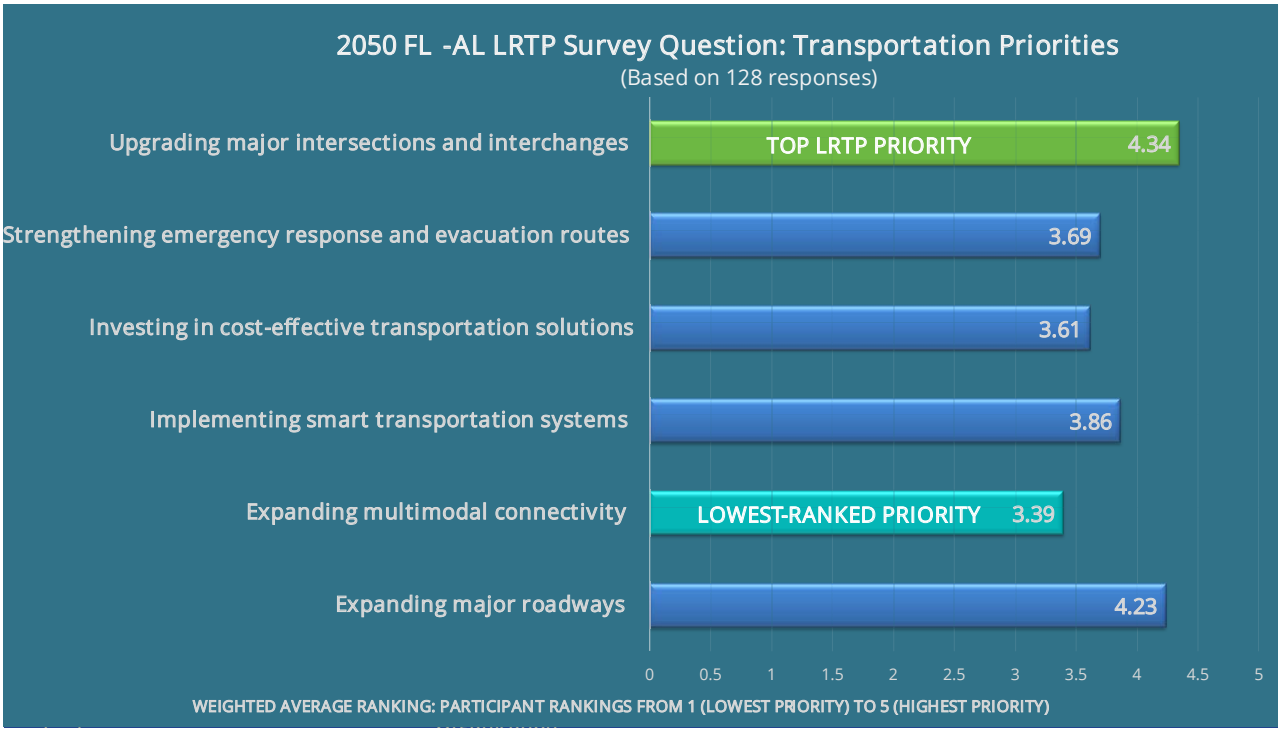
To continue building awareness and gathering input, surveys related to the Needs Plan were integrated into the outreach. This effort remained active March 10 - April 25, 2025, offering additional opportunities for the public to engage and provide feedback beyond the workshop itself.

Direct Partner Contacts included over 46 regional organizations, local government public information offices, chambers, and advocacy groups, direct e-mail distribution to 289+ subscribers, social media awareness outreach (Facebook, Instagram, and NextDoor); and media coverage in the: *Santa Rosa Press Gazette*, *Island Times*, and *Gulf Breeze News*. This extended outreach helped reinforce key messages and ensured greater visibility of the planning process across the Florida-Alabama region. Survey participation by ZIP code is summarized below:

- 32507 (Pensacola) – 27
- 32561 (Gulf Breeze) – 21
- 32566 (Navarre) – 15
- 32571 (Milton/Pace) – 10
- 32570 (Milton) – 9
- 32506 (Pensacola) – 8

The survey results (**Figure 33**) indicate a priority to focus on major intersections and interchanges, with the lowest-ranked priority on multimodal connectivity.

Figure 33. Needs Plan Survey Results



The Needs Plan was considered by the TPO as draft (February 11-12, 2025) and for action (May 13 -14, 2025), at noticed public meetings. No additional public comment was received at the TPO meetings.

6.2.9 Needs Plan Approval

The draft 2050 Needs Plan was presented to the Technical Coordinating Committee, the Citizens' Advisory Committee, and the Transportation Planning Organization at their February 2025 meetings and for action at their May 2025 meetings.

- May 13, 2025 Technical Coordinating Committee (TCC) Meeting: The TCC recommended approval as presented;
- May 13, 2025 Citizens' Advisory Committee (CAC) Meeting: The CAC recommended approval as presented; and
- May 14, 2025 Transportation Planning Organization (TPO) Meeting: The TPO approved the 2050 Needs Plan as presented and adopted in Resolution FL-AL 25-06.

6.3 2050 Adopted Needs Plan

The adopted Needs Plan (Resolution FL-AL 25-06) is organized into category of project type:

- Capacity Projects (**Figure 34, Table 18**) [109 projects]
- Corridor Management Projects (**Figure 35, Table 19**) [12 projects]
- Intersection Projects (**Figure 36, Table 20**) [17 projects]
- Seven-Layer Cake Projects (**Figure 37, Table 21**) [59 projects]
- Public Transportation Projects (**Figure 38, Table 22**) [9 projects]
- Bicycle / Pedestrian Projects (**Figure 39**, **Table 23**) [151 projects]

Purpose and Need statements are provided in **Appendix G.**

For the 2045 LRTP, there were 253 projects in the Needs Plan. Through in-depth analysis of planning documents, Steering Committee coordination, and outreach, the 2050 LRTP has identified 357 projects in the categories listed above with additional project growth mostly noted in the Seven-Layer Cake and Bike / Ped / Trail categories. Other projects included in the Dashboard, but not part of the Needs Plan include FY20-28 Existing + Committed (E+C) and Illustrative (Beyond 2050) projects.

Figure 34. 2050 Adopted Needs Plan Capacity Projects

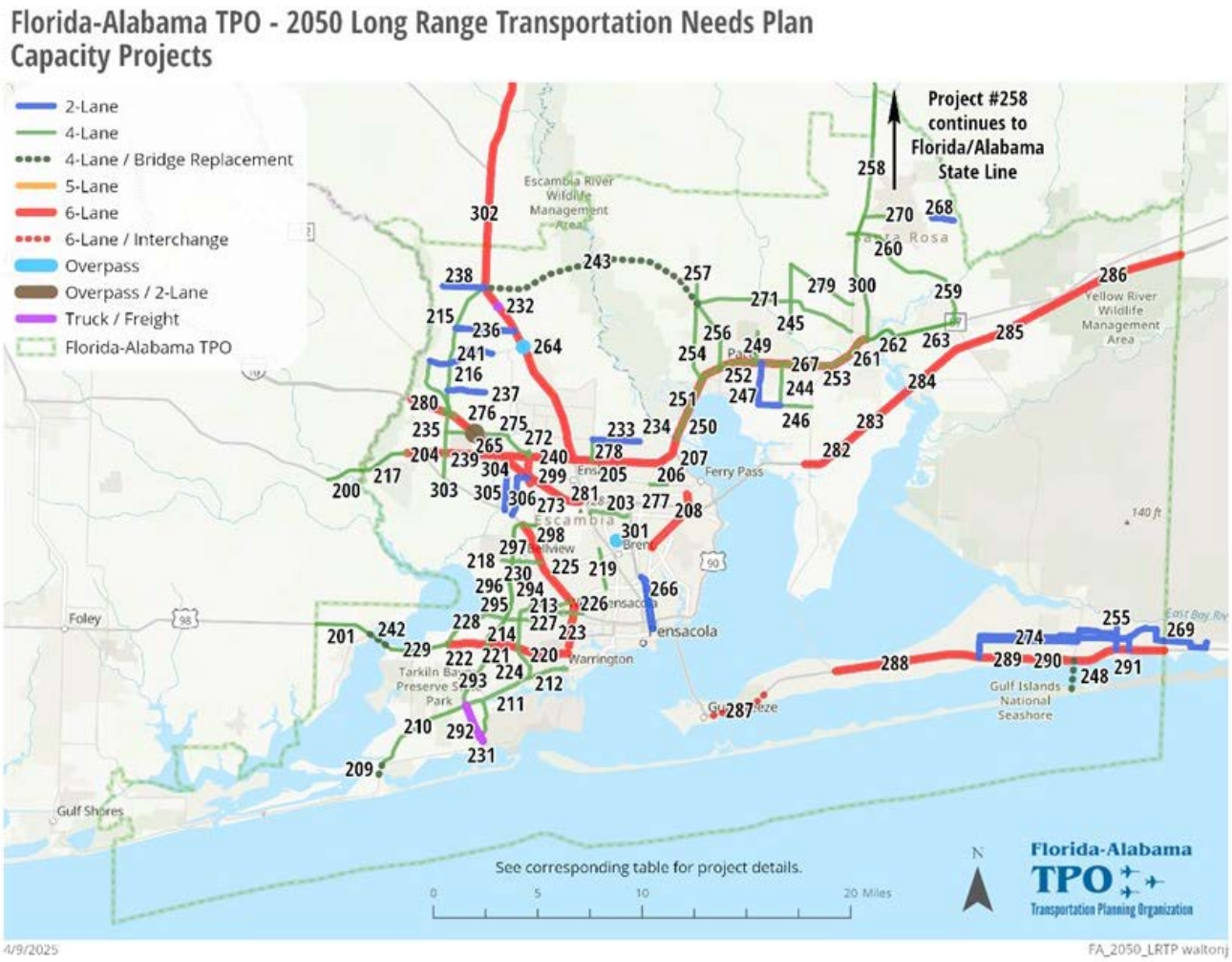


Figure 35. 2050 Adopted Needs Plan Corridor Management Projects

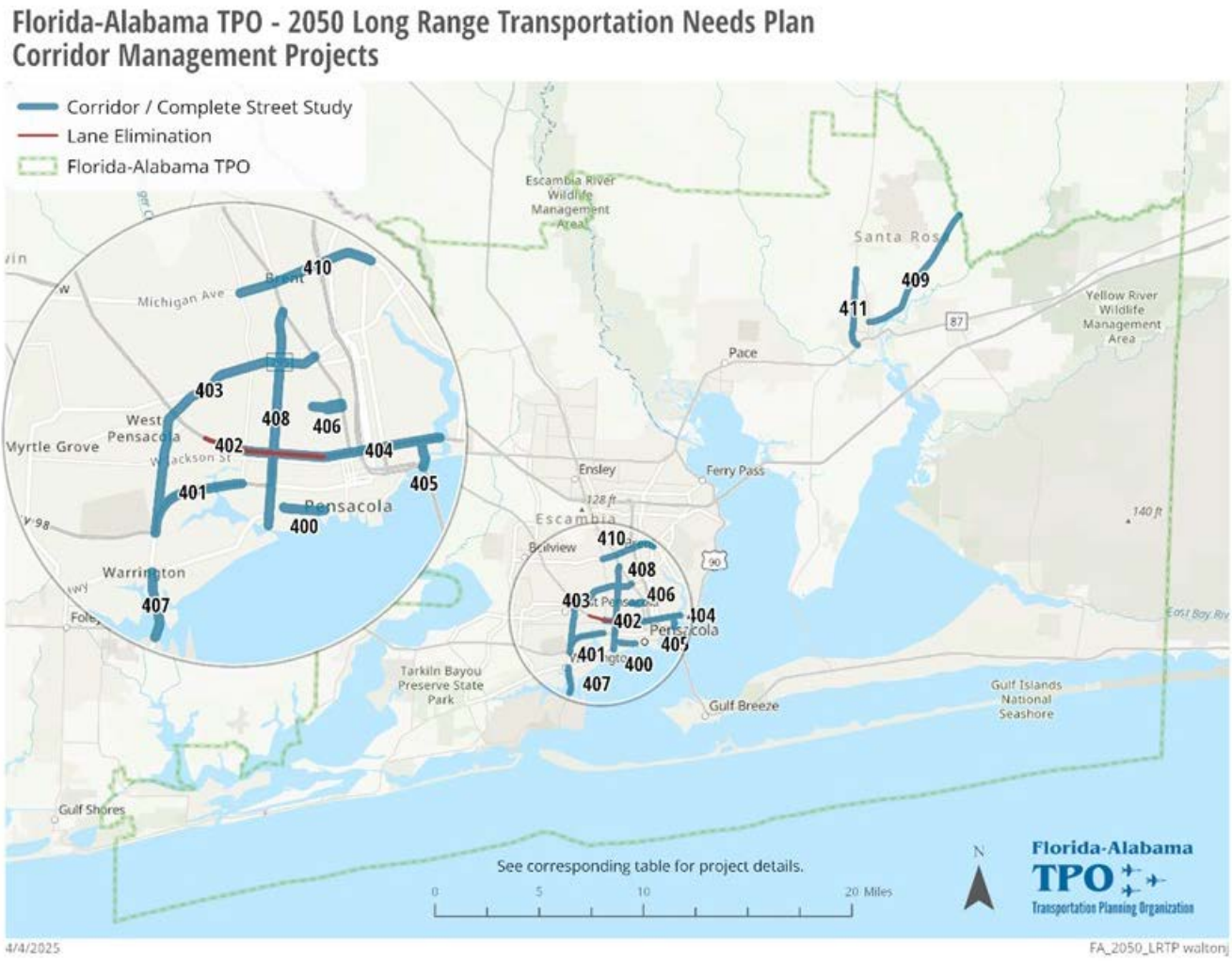


Figure 36. 2050 Adopted Needs Plan Intersection Projects

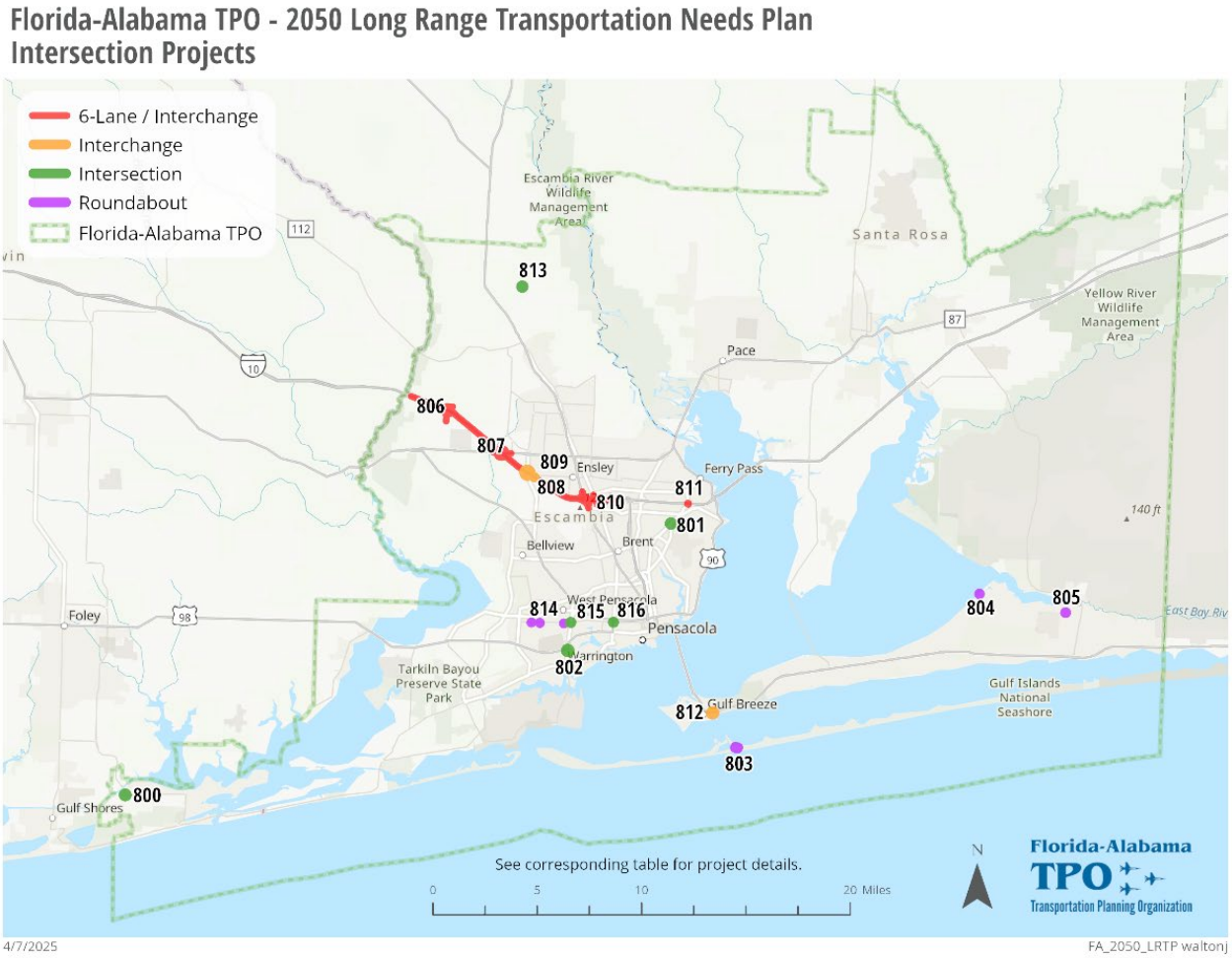


Figure 37. 2050 Adopted Needs Plan Seven-Layer Cake Projects

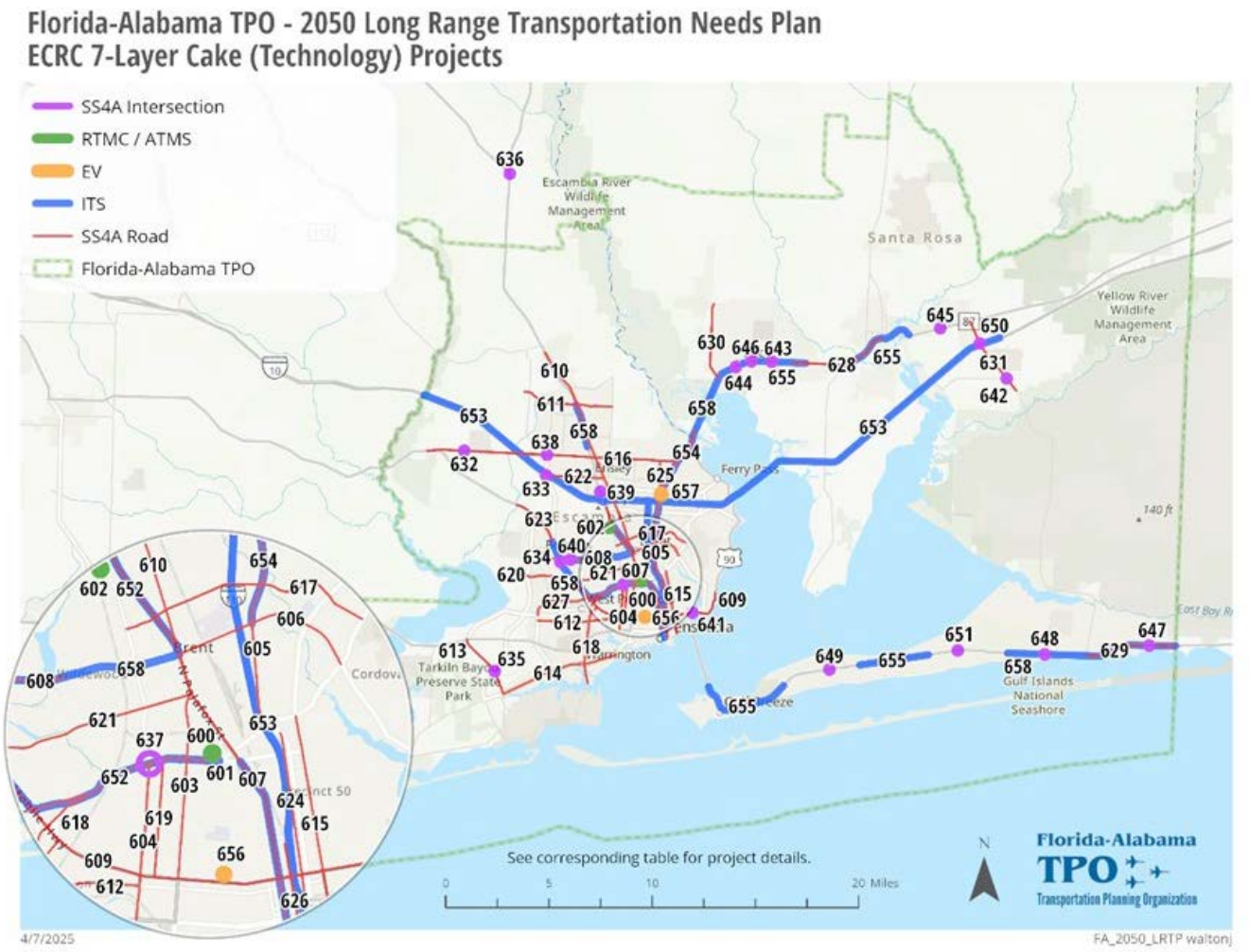


Figure 38. 2050 Adopted Needs Plan Public Transportation Projects

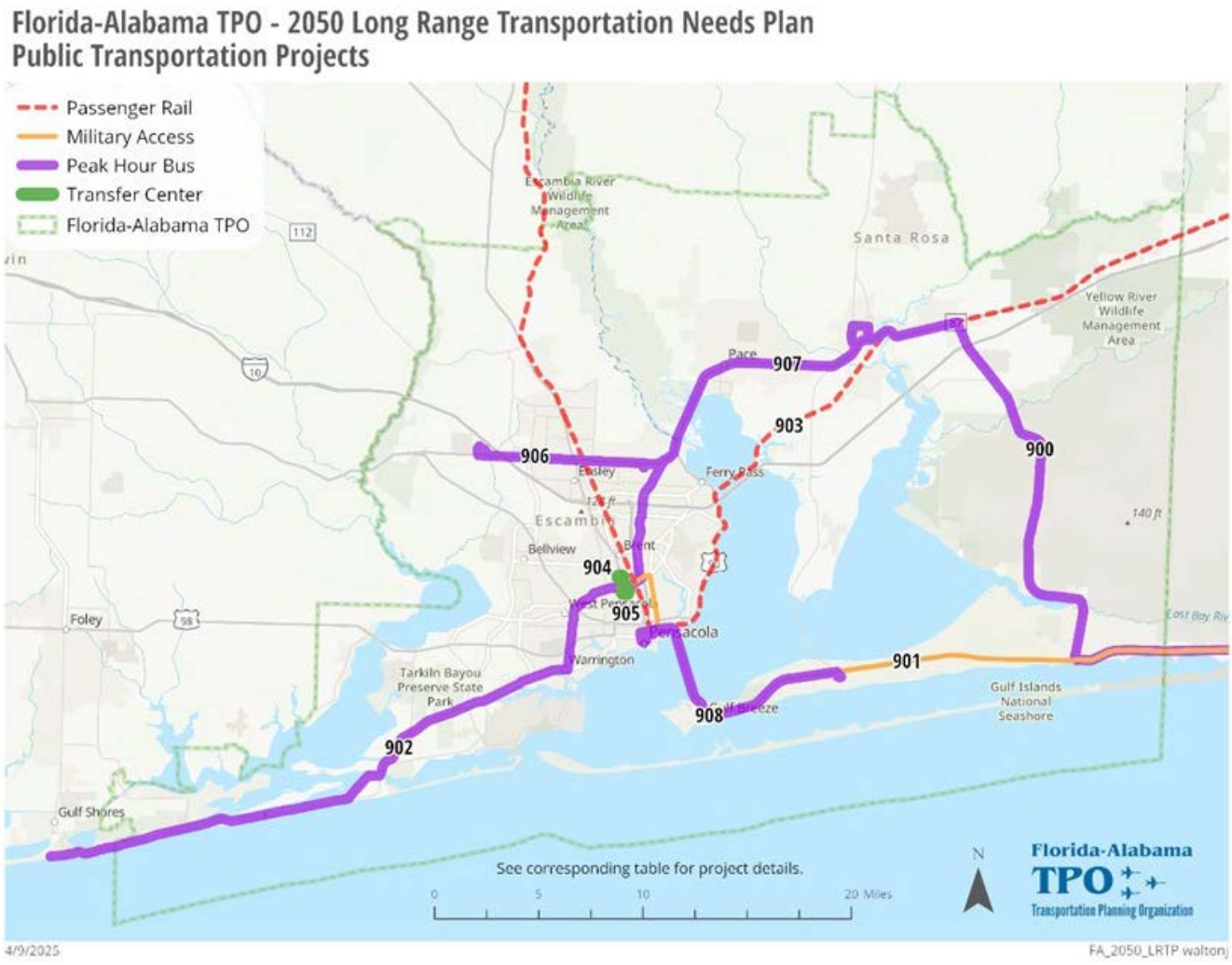


Figure 39. 2050 Adopted Needs Plan Bike / Ped / Trail Projects

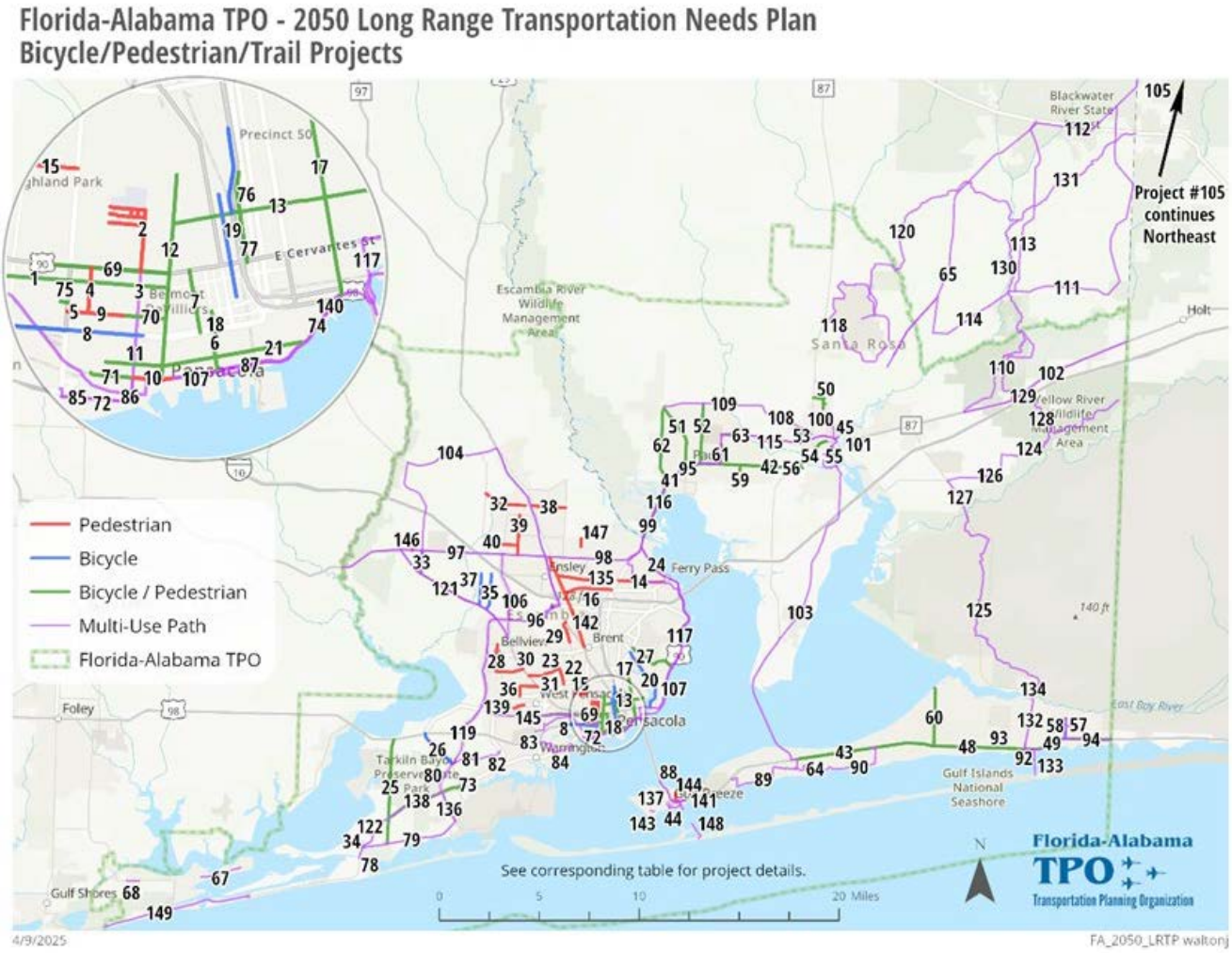


Table 18. 2050 Needs Plan Capacity Projects

ID	Project	From	To	County
200	US 90 - Provide 4 Lanes of Capacity	Browns Landing Rd	Florida / Alabama State Line	Baldwin
201	US 98 (AL) - Provide 4 Lanes of Capacity	AL CR 91	Florida / Alabama State Line	Baldwin
203	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity [2184291]	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia
204	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan] [2186055, 2185192]	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia
205	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	US 29 (SR 95)	University Parkway	Escambia
206	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	University Parkway	SR 291 (Davis Highway)	Escambia
207	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia
208	SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia
209	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge - Provide 4 Lanes of Capacity and Bridge Replacement	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia
210	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [4210114, 4210115]	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia
211	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184933]	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Escambia
212	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184932]	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia
213	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia
214	SR 727 (N. Fairfield Dr.) - Provide 4 Lanes of Capacity	SR 298 (Lillian Hwy)	US 98	Escambia
215	US 29 Connector West Bypass [Segment 2] - Provide 4 Lanes of Capacity [4331132, 4331133]	US 29 (SR 95)	Muscogee Road	Escambia
216	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity [4331132, 4331133]	Muscogee Road	I-10 New Interchange	Escambia
217	US 90 (Mobile Hwy) - Provide 4 Lanes of Capacity [Beulah Master Plan]	Florida / Alabama State Line	Mobile Highway / US 90	Escambia
218	SR 296 (Saufley Field Rd) - Provide 4 Lanes of Capacity and access improvements to NAS Saufley Field	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia
219	CR 453 (North W. Street) - Provide 4 Lanes of Capacity	SR 295 (Fairfield Drive)	SR 750 (W. Airport Blvd)	Escambia
220	US 98 (SR 30) [No local road name] - Widen to 6 Lanes and Access Improvements to NAS Corry Station at Navy Exchange Rd	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia
221	US 98 (SR 30) [No local road name] – Provide 6 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia
222	US 98 (SR 30) [No local road name] - Provide 4 Lanes of Capacity	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia
223	SR 295 (N. New Warrington Rd) – Provide 6 Lanes of Capacity	US 98	US 90 (Mobile Hwy)	Escambia
224	SR 727 (S. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 98	SR 292 (Gulf Beach Hwy)	Escambia
225	US 90 (Mobile Hwy) - Provide 6 Lanes of Capacity	SR 295 (New Warrington Rd)	SR 173	Escambia
226	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia
227	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia

ID	Project	From	To	County
228	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia
229	US 98 (SR 30) (Lillian Hwy) - Provide 4 Lanes of Capacity	Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia
230	SR 296 (Saufley Field Road) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia
231	SR 292A (Gulf Beach Highway) at SR 173 - Dedicated truck turn lane / signal for NAS	SR 292A (Gulf Beach Highway)	SR 173 (Blue Angel Parkway	Escambia
232	Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)	Weigh station US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia
233	Greenbrier Blvd Extension - Provide 2 Lanes of Capacity and Road Extension	Chemstrand Road	Campus Drive on University of West Florida (UWF)	Escambia
234	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1) [2204369]	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia
235	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [4331132, 4331133]	Nine Mile Road	I-10 New Interchange	Escambia
236	Well Line Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia
237	Kingsfield Road - New 2 Lane Facility	CR 97 W	CR 99 (Beulah Road)	Escambia
238	Quintette Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia
239	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [2186055, 2185192]	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia
240	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia
241	Muscogee Road Reconstruction - Reconstruction (widening, shoulder improvements)	SR 99 (Beulah Road)	Nowak Road	Escambia
242	US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity and Bridge Replacement (FL and AL)	East end of Lillian Bridge	West end of Lillian Bridge	Escam/Bald
243	US 29 Connector East Bypass / CR 184 Quintette Rd - Provide 4 Lanes of Capacity and Bridge Replacement	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	ESC/SR
244	CR 197A (Bell Lane) - Provide 4 Lanes of Capacity	CR 191B (Sterling Way)	US 90	Santa Rosa
245	Pea Ridge Connector Phase 2 – Provide 4 Lanes of New Capacity	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa
246	CR 191B (Sterling Way) - Provide 4 Lanes of Capacity	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa
247	Watkins Street Extension - Improved/New 2 Lane Facility	US 90 (SR 10)	Sterling Way	Santa Rosa
248	Navarre Bridge Realignment - Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa
249	E. Spencer Field Road - Provide 4 Lanes of Capacity	US 90	Hamilton Bridge Road	Santa Rosa
250	US 90 - Provide 6 Lanes of Capacity (Segment 2) [2204365]	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa
251	US 90 - Provide 6 Lanes of Capacity (Segment 3) [2204366]	Simpson River Bridge	Third Avenue	Santa Rosa
252	US 90 - Provide 6 Lanes of Capacity (Segment 4) [2204367]	Third Avenue	CR 197A Bell Lane	Santa Rosa
253	US 90 - Provide 6 Lanes of Capacity (Segment 5) [2204368]	CR 197A Bell Lane	Glover Lane	Santa Rosa
254	CR 197A (Woodbine Road) - Provide 4 Lanes of Capacity	US 90	Five Points Intersection	Santa Rosa
255	Panhandle Trail Drive - Enhanced 2 Lane Facility	US 98	East River Drive	Santa Rosa
256	CR 197 (Chumuckla Hwy) and Five Points Intersection - Provide 4 Lanes of Capacity [4219943]	US 90	Five Points Intersection	Santa Rosa

ID	Project	From	To	County
257	CR 197 (Chumuckla Hwy) - Provide 4 Lanes of Capacity	Five Points Intersection	Smyer Drive	Santa Rosa
258	SR 87 - Provide 4 Lanes of Capacity	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa
259	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167488]	US 90	CR 191 (Munson Hwy)	Santa Rosa
260	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167489]	CR 191 (Munson Hwy)	SR 87N	Santa Rosa
261	US 90 - Provide 6 Lanes of Capacity [4409151]	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa
262	US 90 (Caroline Street) - Provide 4 Lanes of Capacity [4409152]	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa
263	US 90 - Provide 4 Lanes of Capacity [4409153]	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa
264	US 29 RR Crossing - Railroad Overpass	US 29	Muscogee Road	Escambia
265	Frank Reeder Road / Devine Farm Road - 4-Lane Capacity	SR 99 (Beulah Road)	CR 97	Escambia
266	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration [4531531, 4529311]	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia
267	Highway 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5	Escambia / Santa Rosa County Line	SR 87	Santa Rosa
268	NAS Whiting Munson Highway Connector MIRR Project 5.6.7	E Gate Rd (CR 87A)	Munson Hwy (CR 191)	Santa Rosa
269	Connecting the Collectors - Eglin AFB at Hurlburt Field	Navarre Community Access Road	Hurlburt Field	SR/Okal
270	NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity MIRR Project	SR 87	Whiting Field Main Gate	Santa Rosa
271	CR 184A (Berryhill Road) - Provide 4-Lane Capacity	Chumuckla Highway	SR 89 (Dogwood Drive)	Santa Rosa
272	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd [4410563]	SR 10 (US 90A) West Nine Mile Road	CR 297A	Escambia
273	SR 297 [Pine Forest Road] – Provide 4 Lanes of Capacity N. of I-10 [4410562]	Sharon Lane	SR 10 (US 90A) West Nine Mile Road	Escambia
274	Navarre Community Access Road - Provide 2 Lanes of New Capacity [4517351, 4369021]	Edgewood Drive	Panhandle Trail / Fox Den Drive / Whispering Pines Rd	Santa Rosa
275	CR 297A - 4 Lane Capacity to Correct Deficiency	East of Plymouth Ln	Devine Farm Rd	Escambia
276	I-10 New Overpass, Frank Reeder Road to Devine Farm Road -New Overpass (no interstate access)	Frank Reeder Road	Devine Farm Road	Escambia
277	E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park - Provide 4-Lane Capacity	N. Davis Highway	Ely Road at Ellison Industrial Park	Escambia
278	CR 749 (Chemstrand Road) - Provide 4 Lanes of Capacity	Nine Mile Road	Ten Mile Road	Escambia
279	Willard Norris Road - 4 Lane Capacity	SR 89	Pea Ridge Connector	Santa Rosa
280	Beulah and Kingsfield Road Reconfiguration – Provide 4-Lane Capacity	I-10	Muscogee Road	Escambia
281	I-10 (SR 8) - Provide 6 Lanes of Capacity [SIS project ID 3322] [4379051]	Alabama State Line	US 29 (SR 95)	Escambia
282	I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319] [4130624]	SR 281 (Avalon Blvd)	Okaloosa County Line	Santa Rosa

ID	Project	From	To	County
283	I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [4130626]	E of SR 281 (Avalon Blvd)	East of Blackwater River	Santa Rosa
284	I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [4130627]	East of Blackwater River	East of SR 87	Santa Rosa
285	I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS] [4130628]	East of SR 87	Miller Bluff Road	Santa Rosa
286	I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS] [4130629]	Miller Bluff Road	Okaloosa County Line	Santa Rosa
287	US 98 (SR 30) [Gulf Breeze Pkwy] - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3] [2204268]	E. of Pensacola Bay Bridge	E. of Bayshore Rd	Santa Rosa
288	US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1) [2204263]	Portside Drive	Bergren Road	Santa Rosa
289	US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1) [2204264]	Bergren Road	Ramble Bay Lane	Santa Rosa
290	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1) [2204266]	Ramble Bay Lane	Ortega Street	Santa Rosa
291	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1) [2204265]	Ortega Street	Okaloosa County Line	Santa Rosa
292	SR 173 [S. Blue Angel Parkway] - Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate. (MIRR: 5.5.5) [SIS] [MAF]	SR 292 (Gulf Beach Highway) / Sorrento Road	West Gate Entrance	Escambia
293	SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF] [4210121]	SR 292 (Gulf Beach Highway) / Sorrento Road	US 98	Escambia
294	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS Unfunded Need 717] [MAF] [4210123]	US 98	SR 297 (Pine Forest Road)	Escambia
295	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210124]	US 98	Kennedy Drive	Escambia
296	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210125]	Kennedy Drive	CR 296 Saufley Field Drive	Escambia
297	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210126]	CR 296 Saufley Field Drive	SR 10 (US 90)	Escambia
298	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210127]	SR 10 (US 90)	SR 297 (Pine Forest Road)	Escambia
299	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF] [4410562]	Pine Forest Drive	Sharon Lane	Escambia
300	SR 87 SIS Incorporation (MIRR 5.6.8) [Future SIS]	Langley St	US 90	Santa Rosa
301	SR 750 [Airport Boulevard] Bridge over Railroad [SIS]	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	Escambia
302	US 29 (SR 95) - Provide 6 Lanes Capacity to State Line [SIS Unfunded Need 2635]	Nine 1/2 Mile Road	State Line	Escambia
303	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [Beulah Master Plan]	US 90 (Mobile Highway)	US 90A (Nine Mile Road)	Escambia
304	Wilde Lake Blvd [Beulah Master Plan]	N Eight Mile Creek Rd	US 297 (Pine Forest Rd)	Escambia

ID	Project	From	To	County
305	Klondike Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia
306	Eight Mile Creek Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia
307	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100076955, 100076978, 100076979, 100076980]	Beaver Creek Lane	Foley Beach Express	Baldwin
308	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100078233, 100040566, 100040567, 100040568]	AL SR 59	Beaver Creek Lane	Baldwin

Table 19. 2050 Needs Plan Corridor Projects

Map ID	Project	From	To	County
400	W. Main Street Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way [4409041]	Barrancas Avenue	S. Clubbs Street	Escambia
401	US 98 (SR 30) [W. Navy Blvd] Provide Complete Street Redesign [2186302]	SR 295 (N. Navy Blvd)	Bayou Chico Bridge	Escambia
402	US 90 (W. Cervantes St) Provide Lane Elimination on US 90	Dominques St	A Street	Escambia
403	SR 295 (W. Fairfield Dr.) Corridor Management	US 98 (SR 30)	US 29 (N. Palafox St)	Escambia
404	US 90 (W. Cervantes St, and E. Cervantes St) RAISE Grant Cervantes Street from "W" Street to Bayou Texar Bridge [4553521]	W St.	Bayou Texar Bridge (Dr. Philip A. Payne Bridge)	Escambia
405	17th Avenue Corridor Management	US 98 / SR 196 (Bayfront Parkway)	US 90 / SR 10A (E. Cervantes)	Escambia
406	W. Jordan Street Corridor Management / Two-Way Restoration	N. E Street	US 29 (N. Palafox St)	Escambia
407	SR 295 (Navy Boulevard) Corridor Management Plan Implementation (Plan funded in FY24 and currently underway for south segment)	SR 292 (Gulf Beach Hwy)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia
408	SR 292 (Pace Boulevard) Corridor Management	South of W. McLeod Street	US 29	Escambia
409	CR 191 (Munson Highway) Corridor Management with Multi-modal improvements Requested by NAS Whiting Field	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa
410	SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) Corridor Management	North W Street	SR 289 (Ninth Avenue)	Escambia
411	SR 89 (Dogwood Drive) Corridor Management	US 90 (Caroline Street)	SR 87 (Stewart Street)	Santa Rosa

Table 20. 2050 Needs Plan Intersection Projects

Map ID	Project	From	To	County
800	Provide Major Intersection Reconstruction at Foley Beach Expressway and Canal Road (AL) [AL 100076955]	Foley Beach Express at Canal Road		Baldwin
801	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin [2186202]	SR 289 (Ninth Avenue) / Langley / Tippen		Escambia
802	Provide Intersection Improvement on US 98 at Navy Boulevard	US 98 at SR 295 (Navy Blvd)		Escambia
803	Provide Major Intersection Reconstruction as Roundabout on Via de Luna Drive on Pensacola Beach	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach Access Road	Escambia
804	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Edgewood Drive		Santa Rosa
805	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Andorra Street		Santa Rosa
806	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road [4331131]	Alabama State Line	East of EB Weigh Station	Escambia
807	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road [4379052]	East of EB Weigh Station	East of SR 10 (US 90A) Nine Mile Road (includes interchange)	Escambia
808	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road [SIS project 3574] [4379053]	E of SR 10 (US 90A) Nine Mile Road	W of SR 95 (US 29) (includes interchange)	Escambia
809	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp [4379054, 4545071]	I-10 at SR 297 (Pine Forest Road		Escambia
810	Provide Interchange Reconstruction Phase II [2224761]	I-10 at US 29 (SR 95)		Escambia
811	Provide New Interchange on I-10 at Ninth Avenue	I-10 @ SR 289 (Ninth Avenue)		Escambia
812	Provide Interchange Reconstruction [2204268]	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass		Santa Rosa
813	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A [4553191]	CR 95A		Escambia
814	Reimagine Jackson - Intersection Projects Mini Roundabouts	Multiple Intersections N 49th Ave, N 62nd Ave, N 65th Ave, N 72nd Ave		Escambia
815	Reimagine Jackson - Intersection Realignment / Improvement	New Warrington Rd		Escambia
816	Reimagine Jackson - Intersection Project at Pace Blvd	SR 292 Pace Blvd		Escambia

Table 21. 2050 Needs Plan Seven-Layer Cake Projects

Map ID	Project	From	To	County
600	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1 [4515241]	Multiple	Multiple	Escambia
601	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP] [4125452]	Multiple	Multiple	Escambia
602	Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [4515241]	Multiple	Multiple	Escambia
603	SS4A Safety Action Plan High Injury Network Escambia-1, Rank 29	US 90 (W Cervantes St)	US 29 (SR 95)	Escambia
604	SS4A Safety Action Plan High Injury Network Escambia-2, Rank 49	US 98 (SR 30)	SR 295 (W Fairfield Dr)	Escambia
605	SS4A Safety Action Plan High Injury Network Escambia-3, Rank 195	SR 295 (E Fairfield Dr)	US 90 (9 Mile Rd)	Escambia
606	SS4A Safety Action Plan High Injury Network Escambia-4, Rank 186	US 29 (SR 95) N Palafox	N 12th Ave	Escambia
607	SS4A Safety Action Plan High Injury Network Escambia-5, Rank 73	Diamond Diary Rd	Garden St	Escambia
608	SS4A Safety Action Plan High Injury Network Escambia-6, Rank 55	Millview Rd	Fairview Dr	Escambia
609	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	Hyde Park Rd	Massachusetts Ave	Escambia
610	SS4A Safety Action Plan High Injury Network Escambia-8, Rank 150	US 29 (SR 95)	US 29 (SR 95)	Escambia
611	SS4A Safety Action Plan High Injury Network Escambia-9, Rank 32	Hwy 297A	Chemstrand Rd	Escambia
612	SS4A Safety Action Plan High Injury Network Escambia-10, Rank 54	SR 727	CR 453 (W St)	Escambia
613	SS4A Safety Action Plan High Injury Network Escambia-11, Rank 34	SR 292	US 98 (SR 30)	Escambia
614	SS4A Safety Action Plan High Injury Network Escambia-12, Rank 88	Dog Track Rd (CR 297)	Lemhurst Rd	Escambia
615	SS4A Safety Action Plan High Injury Network Escambia-13, Rank 84	Bayfront Pkwy	Fairfield Dr	Escambia
616	SS4A Safety Action Plan High Injury Network Escambia-14, Rank 236	US 90 / SR 10A / Mobile	Escambia Santa Rosa County Line	Escambia
617	SS4A Safety Action Plan High Injury Network Escambia-15, Rank 269	N W St	N 12th Ave / Tippin Ave	Escambia
618	SS4A Safety Action Plan High Injury Network Escambia-16, Rank 225	N End Bayou Grande	48080016 NB On	Escambia
619	SS4A Safety Action Plan High Injury Network Escambia-17, Rank 2	US 90 (SR 10A)	W Fairfield Dr	Escambia
620	SS4A Safety Action Plan High Injury Network Escambia-18, Rank 33	SR 173	Marlane Dr	Escambia
621	SS4A Safety Action Plan High Injury Network Escambia-19, Rank 46	US 90	US 29 (SR 95)	Escambia
622	SS4A Safety Action Plan High Injury Network Escambia-20, Rank 221	SR 297 (Pine Forest Rd)	US 29 (SR 95/ N Palafox St)	Escambia
623	SS4A Safety Action Plan High Injury Network Escambia-21, Rank 41	Klondike Rd	Pensacola Fairgrounds	Escambia
624	SS4A Safety Action Plan High Injury Network Escambia-22, Rank 45	E Wright St	E Fairfield Dr	Escambia
625	SS4A Safety Action Plan High Injury Network Escambia-23, Rank 175	SR 291 (N Davis Hwy)	US 90A (SR 10 E Nine Mile Rd)	Escambia
626	SS4A Safety Action Plan High Injury Network Escambia-24, Rank 37	E Blount St	SR 196 (E Main St)	Escambia
627	SS4A Safety Action Plan High Injury Network Escambia-25, Rank 170	Lillian Hwy	US 90 (SR 10A Mobile Hwy)	Escambia

Map ID	Project	From	To	County
628	SS4A Safety Action Plan High Injury Network Santa Rosa-1, Rank 106	Pace Ln	SR 87 (Stewart St)	Santa Rosa
629	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	SR 87	Santa Rosa Okaloosa County Line	Santa Rosa
630	SS4A Safety Action Plan High Injury Network Santa Rosa-3, Rank 86	US 90 (SR 10)	Chumuckla Hwy	Santa Rosa
631	SS4A Safety Action Plan High Injury Network Santa Rosa-4, Rank 40	Farrington Rd	US 90 (SR 10)	Santa Rosa
632	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 1	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia
633	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 2	SR 297 / Pine Forest Rd	SR 297 / Pine Forest Rd	Escambia
634	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 3	US 90 / SR 10A / Mobile Hwy	US 90 / SR 10A / Mobile Hwy	Escambia
635	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 4	SR 173 / S Blue Angel Pkwy	SR 173 / S Blue Angel Pkwy	Escambia
636	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 5	US 29 / SR 95	US 29 / SR 95	Escambia
637	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 6	SR 295 / W Fairfield Dr	SR 295 / W Fairfield Dr	Escambia
638	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 7	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia
639	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 8	US 29 / SR 95 / Pensacola Blvd	US 29 / SR 95 / Pensacola Blvd	Escambia
640	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 9	SR 296 / W Michigan Ave	SR 296 / W Michigan Ave	Escambia
641	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 10	US 90 / SR 10A / E Cervantes St	US 90 / SR 10A / E Cervantes St	Escambia
642	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 1	SR 87	SR 87	Santa Rosa
643	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 2	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa
644	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 3	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa
645	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 4	US 90 / SR 10 / SR 87	US 90 / SR 10 / SR 87	Santa Rosa
646	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 5	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa
647	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 6	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa
648	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 7	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa
649	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 8	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa
650	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 9	SR 87	SR 87	Santa Rosa
651	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 10	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa
652	USDOT Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant [4564131]	Multiple	Multiple	Escambia
653	ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7) [FY26-30 TIP] [4177362]	Multiple	Multiple	Escambia / Santa Rosa
654	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP] [4515242]	Multiple	Multiple	Escambia
655	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP] [4515243]	Multiple	Multiple	Santa Rosa

Map ID	Project	From	To	County
656	EV Charging Station at Fricker Community Center [Smart Regions Master Plan]	F Street	F Street	Escambia
657	EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan]	SR 291 (N. Davis Highway)	SR 291 (N. Davis Highway)	Escambia
658	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart Regions Master Plan [4280586]	Multiple	Multiple	Escambia / Santa Rosa

Table 22. 2050 Needs Plan Public Transportation Projects

Map ID	Project	From	To	County
900	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field) - Peak Hour Bus Service	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa / Okaloosa
901	Express Bus - Pensacola / US 98 / Hurlburt Field - Peak Hour Bus Service	Multiple	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa
902	Express Bus (Seasonal) - Orange Beach / Gulf Shores - Peak Hour Bus Service	Multiple	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin
903	Amtrak Passenger Rail Service (Regional)	Mobile	Pensacola	Regional
904	New ECAT Transfer Facility	US 29 at Clarinda Lane		Escambia/Santa Rosa
905	Renovate Rosa Parks Transit Center	Fairfield Dr.		Santa Rosa/Okaloosa
906	Express Bus - Navy Federal	Multiple	Nine Mile Road	Escambia
907	Express Bus - Milton	Multiple	Milton	Escambia / Santa Rosa
908	Express Bus - Santa Rosa Tiger Point Community Center	Pensacola	Tiger Point Community Center	Escambia / Santa Rosa

Table 23. 2050 Needs Plan Bicycle / Pedestrian Projects

Map ID	Project	From	To	County
1	Reimagine Jackson Street Continuous Sidewalks	New Warrington Rd (SR 295)	A Street	Escambia
2	W. Lee St, N. G St, N. F St - West Moreno Sidewalks	E St, Blount, Blount	J St, Moreno, Moreno	Escambia
3	North E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection	West Cervantes	Garden St	Escambia
4	North L Street (W Cervantes to Gregory / Legion Field) - Connectivity from W Cervantes to Legion Field Park via L St.	West Cervantes	Gregory Street / Legion Field Park	Escambia
5	W Gregory St - Connectivity to Global Learning via Gregory St	L St	Pace Blvd	Escambia
6	N. Spring St Improvements	Gregory St	Main St (South Segment)	Escambia
7	N. Reus St Improvements	Cervantes St	Garden St	Escambia
8	W Navy Blvd Bicycle Lanes	Bayou Chico Bridge	SR 292 / Barrancas Ave	Escambia
9	Gregory St - Connectivity to Legion Field Park via Gregory St [4499171]	L St	G St	Escambia

Map ID	Project	From	To	County
10	W. Main St - Connectivity to North "E" St via Main St	E St	Clubbs St	Escambia
11	South E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalks, Multi-Use Path, Crosswalk/Intersection	Garden St	Main Street	Escambia
12	A St - Roadway Rebalance Restriping, Crosswalk / Intersection, Neighborhood Greenway	Maxwell St	Main St	Escambia
13	Blount St Roadway Rebalance, Striping	20th Ave	A St	Escambia
14	Johnson Ave Sidewalks	Davis Hwy	Olive Rd	Escambia
15	Jordan Street Sidewalks	Pace Blvd	W St	Escambia
16	Olive Road West Sidewalks	RR	Existing Sidewalks	Escambia
17	14th Avenue - Roadway Rebalance/Sharrows	Hayne, Cervantes	Bayfront, Cervantes, Gregory	Escambia
18	Spring St Rebalance	Gregory St	Main St	Escambia
19	Hayne, Guillemard - Protected Bike Lanes	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia
20	Bayou Blvd Protected Bike Lanes	12th Ave	Scenic Hwy	Escambia
21	Government St Roadway Rebalance	Barrancas St	9th Ave	Escambia
22	Hollywood Ave Sidewalks	Fairfield Dr	Massachusetts Ave	Escambia
23	Massachusetts Sidewalks	Mobile Hwy	Hollywood Ave	Escambia
24	Scenic Highway Multi-Use Trail	Baywoods Dr	N Davis Hwy	Escambia
25	Bauer Road Sidewalks and Bike Lanes	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia
26	Dog Track Road Bicycle Lanes	Blue Angel Pkwy	US 98/SR 30	Escambia
27	Summit Boulevard – Road Diet/Rebalance	12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail	Escambia
28	Muldoon Road Sidewalks	Cerny Rd	Bellview Ave	Escambia
29	W Street Sidewalks	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia
30	Cerny Road Sidewalks	Muldoon Rd	Mobile Hwy	Escambia
31	Tonawanda Dr Sidewalks	Mobile Hwy	61st Ave	Escambia
32	Kingsfield Road Sidewalks	297A	Tate Road 61	Escambia
33	Beulah Road Bicycle Lanes	Mobile Highway	9 Mile Road	Escambia
34	Sorrento Road Shoulders/Bicycle Lanes	Innerarity Point Rd	Segura Dr	Escambia
35	8 Mile Creek Rd Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia
36	61st Avenue Sidewalks	Tonawanda Dr	Fairfield Dr	Escambia
37	Klondike Road Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia
38	E. Kingsfield Rd Sidewalks	95A	Chemstrand Rd	Escambia
39	Stefani Road Sidewalks	Nine Mile Rd	W Roberts Rd	Escambia
40	Nine and 1/2 Mile Rd - Sidewalks	Pine Forest Rd (SR 297)	Stefani Rd	Escambia
41	US 90 Shared Use Path	Escambia County Line	Bell Lane	Santa Rosa
42	US 90 Shared Use Path	Bell Ln	Glover Ln	Santa Rosa
43	US 98 Shared Use Path	Portside Dr	Bergren Rd	Santa Rosa
44	Soundview Trail Walking Path	Shoreline Drive / US 98	Bob Sikes Bridge / Gulf Islands National Seashore	Santa Rosa
45	Munson Hwy, Broad, Willing Pine - Milton Multimodal Connector	Milton	Bagdad Mill Site Park and Village	Santa Rosa

Map ID	Project	From	To	County
48	US 98 Shared Use Path	Bergren Rd	Ramble Way	Santa Rosa
49	US 98 Shared Use Path	Ramble Way	Okaloosa County Line	Santa Rosa
50	Byrom. King, Rosasco St - King Middle School Connection	multiple	Multiple	Santa Rosa
51	Chumuckla Highway Shared Use Path	US 90	Five Points	Santa Rosa
52	W Spencer Field Rd Shared Use Path	Berryhill Rd	US 90	Santa Rosa
53	Glover Lane Sidewalks	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa
54	US 90 Shared Use Path	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa
55	Henry Street Sidewalks	Main St/Old Bagdad Hwy	Canal St	Santa Rosa
56	Old Bagdad Hwy - Parkmore Plaza Sidewalks	Avalon Blvd	County Optimist Park	Santa Rosa
57	Panhandle Trail - Shoreline Park South Nature Trail Shared Use Path	multiple	Multiple	Santa Rosa
58	Panhandle Trail Bike Lanes	Navarre Parkway	River Dr	Santa Rosa
59	Pace Lane - Skipper to US 90 Sidewalks	Skipper Lane	US 90	Santa Rosa
60	Edgewood Drive S hared Use Path	US 98	East Bay Blvd	Santa Rosa
61	East Spencer Field Rd Shared Use Path	Norris Rd	US 90	Santa Rosa
62	Woodbine Rd Shared Use Path	US 90	Five Points	Santa Rosa
63	Hamilton Bridge Road Shared Use Path	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa
64	Godwin Trail Connector Shared Use Path	Soundside Dr	Madura Rd	Santa Rosa
65	Munson Highway Shared Use Path	East Gate Road	SR 4	Santa Rosa
67	Canal Road Shared Use Path	Wilson Boulevard	Bay La Launch Avenue	Baldwin
68	AL SR 180 (Canal Road) Shared Use Path	Wharf Parkway East	Spinnaker Way	Baldwin
69	W. Cervantes Corridor Improvement: Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection, Bike/Ped Signal, Traffic Calming	A St	Q Street	Escambia
70	W. Gregory Street Shared Use Path	A Street	L Street	Escambia
71	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FY-AL TPO FY25-29 TIP] [4409041]	Barrancas Ave	Clubbs St	Escambia
72	W. Main St - Downtown Pensacola Waterfront Connector Trail Phase 2 (Connects with Phase 1 FPID 4534762)	South Pace Blvd	Tarragona Street	Escambia
73	SR 292 (Sorrento Road) Shared Use Path	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia
74	SR 196 Bayfront Parkway / Downtown Waterfront Connector Trail Phase 1 [SIS 3452] [4534761]	S. Alcaniz Street	N. 14th Avenue	Escambia
75	Legion Field Park and Global Learning Academy (TA Project) [FY-AL TPO FY25-29 TIP] [4499171]	Multiple	Multiple	Escambia
76	N. Hayne Street (TA Project) [FY-AL TPO FY25-29 TIP] [4517241]	E. Blount Street	E. Jordan Street	Escambia
77	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FY-AL TPO FY25-29 TIP] [4517242]	E. Cervantes Street	E. Blount Street	Escambia
78	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 1 Perdido Key Drive	River Road	Gulf Beach Hwy	Escambia

Map ID	Project	From	To	County
79	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 2 Gulf Beach Highway	Perdido Key Drive	Blue Angel Pkwy	Escambia
80	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 3 Blue Angel Parkway	Gulf Beach Hwy	Dog Track Rd	Escambia
81	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 4 Off Road	Dog Track Rd	Jones Swamp	Escambia
82	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 5 Jones Swamp	Previous Segment	Fairfield Dr	Escambia
83	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 6 Old Corry Field Rd / Lexington Terrace	Jones Swamp	Moreno Ct	Escambia
84	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 7 Kincaid St / Barrancas Ave	Moreno Ct	Weis Ln	Escambia
85	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 8 Barrancas Ave / Main St	Pace Blvd	I St	Escambia
86	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 9 Main St	I St	A St	Escambia
87	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 10 A St / Govt St / Alcaniz St	Main St	Bayfront Pkwy	Escambia
88	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy [4554132]	Bridge	Gulf Islands National Seashore	Santa Rosa
89	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 2 Multiple Roads	Gulf Breeze Pkwy	Godwin Trail Connector	Santa Rosa
90	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 3 Multiple Roads	Godwin Trail Connector	E Bay Blvd	Santa Rosa
92	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 6 US 98 Navarre Parkway	Highway 87	Navarre Beach Causeway	Santa Rosa
93	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 5 SR 87	Montalban St	Navarre Pkwy	Santa Rosa
94	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 7 US 98 Navarre Parkway	Navarre Beach Causeway	Santa Rosa County Line	Santa Rosa
95	Milton to Scenic Bluffs Corridor (North) (SUNTrail)	Escambia / Santa Rosa County Line	Milton	Santa Rosa
96	Escambia Bike Trail Corridor (South) [not SUNTrail]	US 98 / SR 173 Blue Angel Parkway	US 90	Escambia
97	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 1 Cantonment to Bellview Recreational	Escambia County Line	US 29 Pensacola Blvd	Escambia
98	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 2 Escambia Bike Trail	US 29 Pensacola Blvd	Scenic Hwy	Escambia
99	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 1 Milton to Pensacola Scenic Bluffs	Scenic Hwy	Blackwater Heritage State Trail	Santa Rosa
100	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 2 Milton to Long Leaf Trail	Blackwater Heritage State Trail	Old River Rd	Santa Rosa
101	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 3 Milton to Long Leaf Trail	Lundy Ln	Old Spanish Trail	Santa Rosa
102	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 4 US 90	9433 US Highway 90	County Line	Santa Rosa
103	Garcon Trail to Bagdad Corridor (SUNTrail)	Blackwater Heritage Trail	Great NW Coastal Trail	Santa Rosa
104	Cantonment to Bellview Loop (North)	US 90	US 90	Escambia
105	Blackwater River State Forest Trail (SUNTrail)	Munson Highway	Munson Highway	Santa Rosa
106	Cantonment to Bellview Loop (South)	US 90	US 90	Escambia

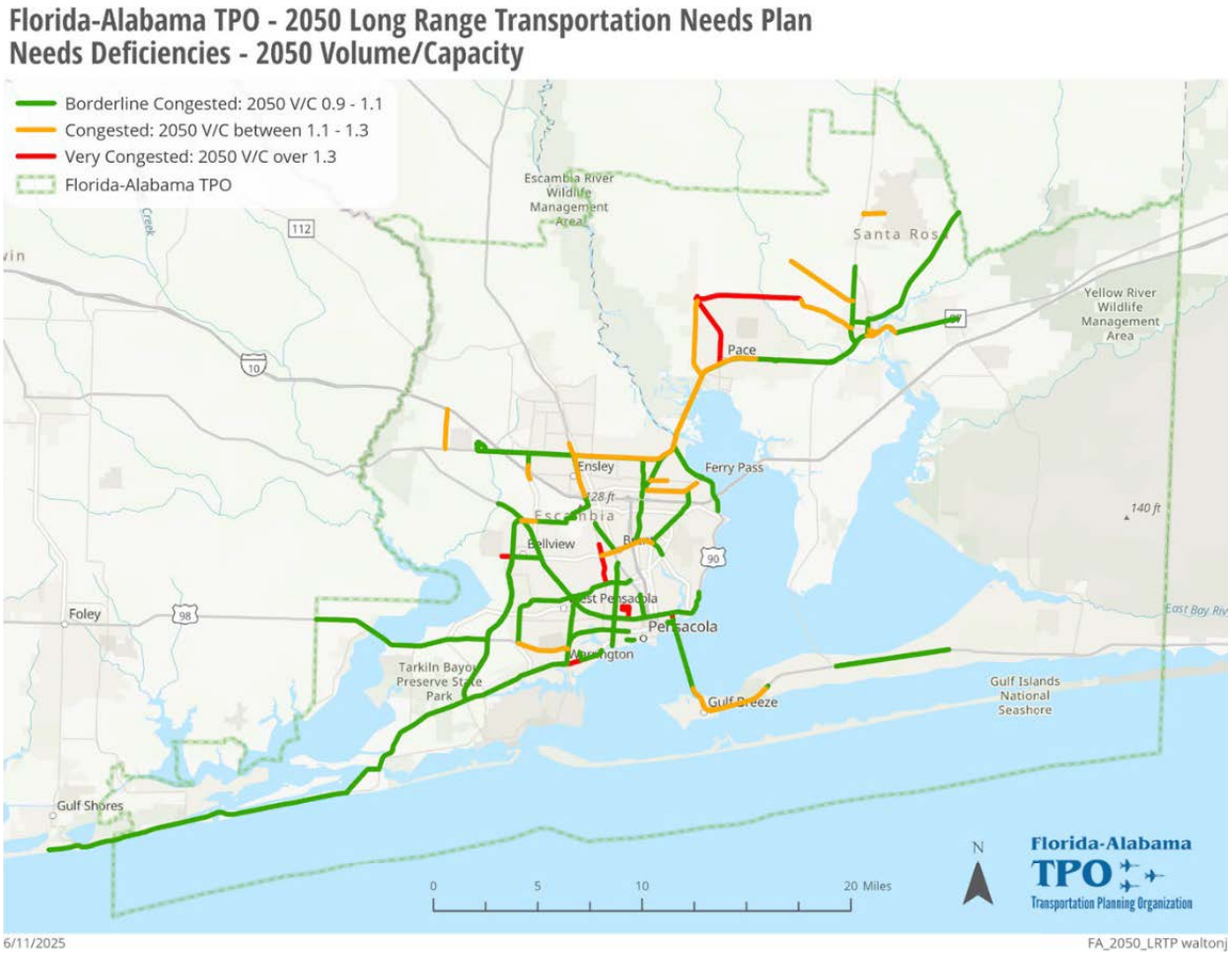
Map ID	Project	From	To	County
107	Bluffline	Langley Avenue (Scenic Heights)	Jackson Lakes (West Pensacola)	Escambia
108	Berryhill Road Shared-Use Path	Anderson Lane	Dogwood Drive (SR 89)	Santa Rosa
109	Berryhill Road (CR 184A) Shared-Use Path	Anderson Lane	Chumuckla Highway	Santa Rosa
110	Milton to Longleaf Corridor	US 90	US 90	Santa Rosa
111	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 4 Hurricane Lake Road	Hurricane Lake Road	Indian Ford Road	Santa Rosa
112	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 3 Dirt Road to SR 4	SR 4	Okaloosa County Line	Santa Rosa
113	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 2 Dirt Road to SR 4	Dirt Road	SR 4	Santa Rosa
114	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 1 Heritage Trail to Dirt Road	Heritage Trail	Dirt Road	Santa Rosa
115	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Blackwater Heritage Trail	US 90 (Caroline St)	Santa Rosa
116	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	US 90 (Caroline St)	Davis Hwy / Scenic Hwy	Santa Rosa
117	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Davis Hwy / Scenic Hwy	Pensacola Bay Bridge	Escambia
118	Whiting Field to Blackwater State Forest Trail Corridor	Milford Rd	SR 87A (E Gate Rd)	Santa Rosa
119	Escambia Bike Trail Corridor	US 90 (W Nine Mile Rd)	SR 297 (Dog Track Rd)	Escambia
120	Blackwater State Forest Connector Trail Corridor	Red Rock Rd / FNST Corridor	SR 87A (Langley St)	Santa Rosa
121	Cantonment to Bellview Recreational Corridor	US 90 (9 Mile Rd)	SR 173 (N Blue Angel Parkway)	Escambia
122	Escambia County SW Greenway Corridor	SR 297	SR 173 (S Blue Angel Pkwy)	Escambia
124	FNST Corridor - Yellow River Ravines	Garner Landing Rd	Santa Gertrudas Dr	Santa Rosa
125	FNST Corridor - Eglin West	Yellow River Boat Launch	Nelda Rd	Santa Rosa
126	FNST Corridor - Yellow River	Santa Gertrudas Dr	SR 87	Santa Rosa
127	FNST Corridor - SR 87	SR 184	Yellow River Boat Launch	Santa Rosa
128	FNST Corridor - Blackwater River Side Trail	Miller Bluff Rd	Florida National Scenic Trail	Santa Rosa
129	FNST Corridor - Miller Bluff Rd	Goodrange Dr	Dirt Trail	Santa Rosa
130	FNST Corridor - Juniper Creek Trail	Red Rock Rd	Deaton Bridge Rd	Santa Rosa
131	FNST Corridor	County Line Rd / SR 4 / County Line	Red Rock Rd	Santa Rosa
132	FNST Corridor - SR 87	River Rd	Navarre Beach Causeway	Santa Rosa
133	FNST Corridor - Navarre Causeway	US 98	Navarre Beach Boat Ramp Circle	Santa Rosa
134	FNST Corridor - River Rd	Nelda Rd	SR 87	Santa Rosa
135	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FY-AL TPO FY25-29 TIP] [4466631]	West of Chemstrand Road	Cody Lane / Johnson Avenue	Escambia
136	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FY-AL TPO FY25-29 TIP] [4536051]	CR 292A Gulf Beach Hwy	SR 292 Sorrento Road	Escambia
137	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98 [4515721]	McClure Dr	Commercial District and East Side of the City	Santa Rosa

Map ID	Project	From	To	County
138	SR 292 (Sorrento Road) from CR 293 (Bauer Road) to CR 292A (Gulf Beach Highway) (MIRR 5.5.6) [FY-AL TPO FY25-29 TIP] [4508142]	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia
139	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FY-AL TPO FY26-30 TIP] [4552511]	North 65th Ave	North 57th Ave	Escambia
140	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FY-AL TPO FY26-30 TIP] [4534761]	Tarragona St	14th Avenue	Escambia
141	Soundview SUNTrail [FY-AL TPO FY26-30 TIP] [4554131, 4554132]	Shoreline Drive / US 98	Bob Sikes Bridge	Santa Rosa
142	N. Palafox Complete Streets Sidewalks [4554131, 4554132]	US 29 Pensacola Blvd	Nine Mile Road	Escambia
143	Williamsburg Multi-Use Trail	Multiple	Multiple	Santa Rosa
144	McClure and Andrew Jackson Sidewalk	multiple	Multiple	Santa Rosa
145	Reimagine Jackson - 12 ft Shared Use Path	Fairfield Dr (SR 727)	T Street	Escambia
146	Nine Mile Rd Pedestrian Overpass	Rebel Rd	Beulah Middle School	Escambia
147	Guidy Lane Sidewalk	Greenbrier Blvd	Candlestick Dr	Escambia
148	Pensacola Beach Shared Use Path	Toll Booth	Ft. Pickens Rd	Escambia
149	AL SR 182 Shared Use Path	TPO Boundary	AL/FL State Line	Baldwin
150	AL SR 182 (Perdido Beach Blvd) Pedestrian and Bicycle Safety Upgrades [FY-AL TPO FY26-30 TIP] [100079735]	Orange Beach City Limits	MP 13.75	Baldwin
151	E. Maxwell Street Sidewalks [FY-AL TPO FY26-30 TIP] [4552411]	N. Hayne St	N. 12th Ave	Escambia

6.3.1 Needs Plan Deficiencies

The Needs Plan projects were incorporated into the Northwest Florida Regional Planning Model to determine how the deficiencies would be addressed. Most of the very congested deficiencies have been addressed when comparing to **Figure 30.** The results are shown in **Figure 40.**

Figure 40. 2050 Adopted Needs Deficiencies



6.3.2 Needs Plan Cost Development

Some LRTPs in Florida have used transportation costs identified in a statewide FDOT book called Transportation Costs. However, FDOT District III representatives have mentioned the costs identified in this book are not realistic for the FDOT District III region. Therefore, the TPO staff and FDOT District III staff agreed to develop reasonable costs to be utilized for this LRTP. These costs are 2023 costs and are typical costs of project phases in District III. The costs were furnished by the FDOT District III Using the same approach, the TPO Staff and ALDOT agreed the 2020 costs are the typical costs of project phases in Alabama.
Project costs are primarily based on estimates developed through the FDOT District Three general costs per mile and Alabama cost estimation guidelines. These guidelines provide planning-level project costs. Where specific data was unavailable from a completed PD&E study, an assumption was made about the costs per mile for new construction or widening an existing facility and whether the project was in an urban or rural area. Project cost estimates were developed for each phase of the project. These typical phases include:

- The first phase is the Project Development and Environment study which must be completed for transportation projects to evaluate corridor alternatives, solicit public input, and receive concept approvals. Florida utilizes the PD&E process. Alabama has a Utility component that was applied. Where project cost estimates were developed, those numbers were applied.
- The second phase is Final Design which is the development of a complete set of detailed design drawings of the selected corridor concept. Final Design also is referred to as Preliminary Engineering
- The third phase is Right-of-Way which involves purchasing needed land and easements for construction and wetland or drainage mitigation.
- The fourth phase is Construction which involves the actual construction of the mobility project.
- A parallel phase is Construction Engineering and Inspection which involves inspection of the construction project to provide compliance with the final design specifications.

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

- Project Development and Environment (and Utility for Alabama projects): 05% to 10% of Construction Cost
- Final Design: 10% to 20% of Construction Cost
- Right-of-Way: 10% to 125% of Construction Cost
- Construction Engineering and Inspection: 10% to 15% of Construction Cost.

Each project was reviewed to determine the complexities and issues facing it in order to estimate the appropriate percentage for each phase. Construction costs, where possible, were obtained from authoritative studies either completed or underway. These studies include the Florida Strategic Intermodal System (SIS), local Capital Improvement Programs (CIP), or the FDOT Work Program. Project costs were estimated by applying the above-mentioned assumptions, wherever applicable, to PD&E, final design, ROW, or construction costs obtained from PD&E and or final design studies from the above-mentioned sources. Costs for the Alabama projects were provided by the ALDOT. Barring any readily available cost estimates from these sources, costs for construction phases were estimated by using cost data available from the FDOT and ALDOT. The unit cost method estimates the total construction cost of a roadway project by multiplying the total length of a project by the unit cost of construction for the particular facility type. Unit costs for highway are categorized based on construction type (new or widening project), location (urban or rural), existing number of lanes (ranging from zero to six), proposed number of lanes (ranging from two to eight), and facility type (divided or undivided, arterial or interstate).

Transit costs were estimated based on the following: $550,000 / bus; $91.10 operating/ hour; $209.94 / sign; $6,092.20 / shelter; and $1,039.75 / bench.

Table 24. 2050 Needs Plan Cost Per Mile (FL)

District 3 Estimates 2023 Cost Per Mile Models									
LRE Project No.	Estimator	Rural Roadway Arterial (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333301-1-52-07	AB	New Construction (2-Lane Roadway) 5' Paved Shoulders, undivided	$ 8,746,298.60	$ 874,629.86	$ 962,092.85	$ 10,583,021.31	$ 1,587,453.20	$ 121,704.75	$ 12,292,179.26
333302-1-52-07	RK	New Construction (4-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$ 11,779,941.55	$ 1,177,994.16	$ 1,295,793.57	$ 14,253,729.28	$ 2,138,059.39	$ 150,000.00	$ 16,541,788.67
333303-1-52-07	CB	New Construction (6-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$ 12,752,586.99	$ 1,275,258.70	$ 1,402,784.57	$ 15,430,630.26	$ 2,314,594.54	$ 150,000.00	$ 17,895,224.80
333304-1-52-07	AB	Milling and Resurfacing (2-Lane Roadway) 5' Paved Shoulders, undivided	$ 675,204.60	$ 67,520.46	$ 74,272.51	$ 816,997.57	$ 122,549.64	$ 46,977.36	$ 986,524.57
333305-1-52-07	RK	Milling and Resurfacing (4-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$ 1,393,222.88	$ 139,322.29	$ 153,254.52	$ 1,685,799.69	$ 252,869.95	$ 50,000.00	$ 1,988,669.64
333306-1-52-07	CB	Milling and Resurfacing (6-Lane Roadway) 5' Paved Shoulders, divided 40' Median, Lt & Rt T Lanes	$ 2,043,414.23	$ 204,341.42	$ 224,775.56	$ 2,472,531.21	$ 370,879.68	$ 50,000.00	$ 2,893,410.89
333307-1-52-07	AB	Add 2 Lanes (2 to 4) Lanes divided with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) to Interstate Standards, divided 40' Median, Lt & Rt T. Lanes	$ 11,827,408.76	$ 1,182,740.88	$ 1,301,014.96	$ 14,311,164.60	$ 2,146,674.69	$ 150,000.00	$ 16,607,839.29
333308-1-52-07	RK	Add 2 Lanes (4 to 6) Lanes with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) divided 40' Median, Lt & Rt T. Lanes	$ 9,599,784.30	$ 959,978.43	$ 1,055,976.27	$ 11,615,739.00	$ 1,742,360.85	$ 133,581.00	$ 13,491,680.85
333309-1-52-07	CB	Add 2 Lanes (6 to 8) Lanes with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement) divided 40' Median, Lt & Rt T. Lanes	$ 10,543,527.84	$ 1,054,352.78	$ 1,159,788.06	$ 12,757,668.68	$ 1,913,650.30	$ 146,713.19	$ 14,818,032.17
333310-1-52-07	AB	Add 1 Through Lane 12' on Inside (Resurface Existing) with 5' Paved Shoulders	$ 3,050,058.62	$ 305,005.86	$ 402,607.74	$ 3,757,672.22	$ 563,650.83	$ 50,000.00	$ 4,371,323.05
333311-1-52-07	RK	Add 1 Through Lane on Outside (Resurface Existing) with 5' Paved Shoulders	$ 2,308,640.52	$ 230,864.05	$ 253,950.46	$ 2,793,455.03	$ 419,018.25	$ 50,000.00	$ 3,262,473.28
333312-1-52-07	CB	Add 300' Exclusive Left Turn Lane(Rural Typical resuface existing lanes)	$ 303,781.45	$ 82,020.99	$ 77,160.49	$ 462,962.93	$ 69,444.44	$ 26,620.37	$ 559,027.74
333313-1-52-07	AB	Add 300' Exclusive Right Turn Lane(Rural Typical resurface existing lanes)	$ 306,071.47	$ 76,517.87	$ 76,517.87	$ 459,107.21	$ 68,866.08	$ 26,398.66	$ 554,371.95

LRE Project No.		Urban Roadway Arterial (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333314-1-52-07	RK	New Construction (2-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided	$ 11,673,227.82	$ 1,167,322.78	$ 1,284,055.06	$ 14,124,605.66	$ 2,118,690.85	$ 150,000.00	$ 16,393,296.51
333315-1-52-07	CB	New Construction (4-Lane Roadway) 5' Sidewalk, and Curb & Gutter, divided 22' median	$ 18,235,368.10	$ 1,823,536.81	$ 2,005,890.49	$ 22,064,795.40	$ 3,309,719.31	$ 150,000.00	$ 25,524,514.71
333316-1-52-07	AB	New Construction (6-Lane Roadway) 5' Sidewalk, and Curb & Gutter, divided 22' median	$ 21,853,990.54	$ 2,185,399.05	$ 2,403,938.96	$ 26,443,328.55	$ 3,966,499.28	$ 150,000.00	$ 30,559,827.83
333317-1-52-07	RK	Milling and Resurfacing (4-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided, includes Lt & Rt T Lanes.	$ 1,355,453.64	$ 135,545.36	$ 149,099.90	$ 1,640,098.90	$ 246,014.83	$ 50,000.00	$ 1,936,113.73
333318-1-52-07	CB	Milling and Resurfacing (6-Lane Roadway) 5' Sidewalk, and Curb & Gutter, undivided, includes Lt & Rt T Lanes.	$ 1,973,336.00	$ 197,333.60	$ 260,480.35	$ 2,431,149.95	$ 364,672.49	$ 50,000.00	$ 2,845,822.44
333319-1-52-07	AB	Add 2 Lanes (2 to 4) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$ 15,816,658.15	$ 1,581,665.82	$ 1,739,832.40	$ 19,138,156.37	$ 2,870,723.46	$ 150,000.00	$ 22,158,879.83
333320-1-52-07	RK	Add 2 Lanes (4 to 6) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$ 12,669,189.65	$ 1,266,918.97	$ 1,393,610.86	$ 15,329,719.48	$ 2,299,457.92	$ 150,000.00	$ 17,779,177.40
333321-1-52-07	CB	Add 2 Lanes (6 to 8) Lanes, 5' Sidewalk, and Curb & Gutter (Includes milling and resurfacing existing pavement) undivided, includes Lt & Rt T Lanes.	$ 14,154,295.48	$ 1,415,429.55	$ 1,556,972.50	$ 17,126,697.53	$ 2,569,004.63	$ 150,000.00	$ 19,845,702.16
333322-1-52-07	AB	Add 1 Through Lane on Outside (To Existing) with 5' Sidewalk, and Curb & Gutter	$ 4,684,888.53	$ 468,488.85	$ 618,405.29	$ 5,771,782.67	$ 865,767.40	$ 66,375.50	$ 6,703,925.57
333323-1-52-07	RK	Add 1 Through Lane on Inside (To Existing) with 5' Sidewalk, and Curb & Gutter	$ 2,899,474.10	$ 434,921.12	$ 400,127.43	$ 3,734,522.65	$ 560,178.40	$ 50,000.00	$ 4,344,701.05
333324-1-52-07	CB	Add 300' Exclusive Left Turn Lane	$ 571,659.35	$ 85,748.90	$ 131,481.65	$ 788,889.90	$ 118,333.48	$ 45,361.17	$ 952,584.55
333325-1-52-07	AB	Add 300' Exclusive Right Turn Lane	$ 546,987.30	$ 109,397.46	$ 131,276.95	$ 787,661.71	$ 118,149.26	$ 45,290.55	$ 951,101.52

LRE Project No.		Rural Roadway Arterial (Interstate) (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333326-1-52-10	RK	New 4-L interstate divided median 10' outside, 4' inside paved shlders	$ 14,129,683.64	$ 1,412,968.36	$ 1,554,265.20	$ 17,096,917.20	$ 2,564,537.58	$ 150,000.00	$ 19,811,454.78
333328-1-52-07	CB	Add 2 lanes (4 to 6) Interstate no Interchg or Struct., lanes inside 10' out 4' in shlders	$ 13,276,043.50	$ 944,087.23	$ 1,038,495.95	$ 15,258,626.68	$ 1,713,518.32	$ 139,069.74	$ 17,111,214.74
333328-2-52-07	AB	Add 2 lanes (6 to 8) Interstate no Interchg or Struct., lanes inside 10' out 4' in shlders	$ 13,100,459.06	$ 1,310,045.91	$ 1,729,260.60	$ 16,139,765.57	$ 2,420,964.84	$ 157,700.00	$ 18,718,430.41
333329-1-52-07	RK	Add 2 lanes (4 to 6) Interstate, widen 2 struct to inside, 10' out 4' in shlders, highmast	$ 25,377,664.81	$ 2,537,766.48	$ 2,791,543.13	$ 30,706,974.42	$ 4,606,046.16	$ 157,700.00	$ 35,470,720.58
LRE Project No.		Interchange on Interstate (cost per interchange)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333331-1-52-07	CB	Interstate Diamond Interchange	$ 34,903,741.08	$ 3,490,374.11	$ 4,607,293.82	$ 43,001,409.01	$ 6,450,211.35	$ 150,000.00	$ 49,601,620.36
333332-1-52-07	AB	Partial cloverleaf interchange with 2 loop ramps - Mainline over crossroad	$ 57,881,162.24	$ 5,788,116.22	$ 6,366,927.85	$ 70,036,206.31	$ 10,505,430.95	$ 150,000.00	$ 80,691,637.26
333333-1-52-07	RK	Rural Trumpet Interchange - Ramps over crossroad	$ 32,600,128.48	$ 3,260,012.85	$ 3,586,014.13	$ 39,446,155.46	$ 5,916,923.32	$ 150,000.00	$ 45,513,078.78
LRE Project No.		Frontage Roads Rural (cost per mile)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333334-1-52-07	CB	New Construction (1-Lane Roadway) 1 - 12' lane	$ 1,889,991.54	$ 188,999.15	$ 207,899.07	$ 2,286,889.76	$ 343,033.46	$ 50,000.00	$ 2,679,923.22
333335-1-52-07	AB	New Construction (2-Lane Roadway) 2 - 12' lanes	$ 2,700,058.28	$ 270,005.83	$ 356,407.69	$ 3,326,471.80	$ 498,970.77	$ 50,000.00	$ 3,875,442.57

LRE Project No.		Roadway Traffic Signals (Per Location / Intersection)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333341-1-52-07	RK	Strain Poles Flashing Beacon Rural 2 - lane undivided	$ 112,725.00	$ 11,272.50	$ 12,399.75	$ 136,397.25	$ 20,459.59	$ 7,842.84	$ 164,699.68
333342-1-52-07	CB	Strain Poles Flashing Beacon Urban 2 - lane undivided	$ 103,775.15	$ 10,377.52	$ 11,415.27	$ 125,567.94	$ 18,835.19	$ 7,220.16	$ 151,623.29
333343-1-52-07	AB	Strain Poles Flashing Beacon RURAL 4 - lane divided	$ 108,575.00	$ 10,857.50	$ 14,067.90	$ 131,300.40	$ 19,695.06	$ 7,549.77	$ 158,545.23
333344-1-52-07	RK	Strain Poles Flashing Beacon Urban 4 - lane undivided	$ 151,091.40	$ 15,109.14	$ 19,944.06	$ 186,144.60	$ 27,921.69	$ 10,703.31	$ 224,769.60
333347-1-52-07	CB	Mast Arms Signals URBAN 2 - Lane undivided	$ 454,720.45	$ 45,472.04	$ 50,019.25	$ 550,211.74	$ 82,531.76	$ 31,637.18	$ 664,380.68
333348-1-52-07	AB	Mast Arms Signals URBAN 4 - Lane divided	$ 800,206.35	$ 80,020.63	$ 88,022.70	$ 968,249.68	$ 145,237.45	$ 50,000.00	$ 1,163,487.13
333349-1-52-07	RK	Mast Arms Signals URBAN 6 - Lane divided	$ 911,236.55	$ 91,123.66	$ 120,283.23	$ 1,122,643.44	$ 168,396.52	$ 50,000.00	$ 1,341,039.96
333350-1-52-07	CB	Strain Poles Signals Rural 2 - lane undivided	$ 164,144.00	$ 36,111.68	$ 36,046.02	$ 236,301.70	$ 35,445.25	$ 13,587.35	$ 285,334.30
333351-1-52-07	AB	Strain Poles Signals Rural 4 - lane divided	$ 288,638.25	$ 34,636.59	$ 38,792.98	$ 362,067.82	$ 54,310.17	$ 20,818.90	$ 437,196.89
333352-1-52-07	RK	Strain Poles Signals Rural 6 - lane divided	$ 399,078.90	$ 39,907.89	$ 52,678.41	$ 491,665.20	$ 73,749.78	$ 28,270.75	$ 593,685.73
333353-1-52-07	CB	Strain Poles Signals Urban 2 - lane undivided	$ 205,408.58	$ 20,540.86	$ 27,113.93	$ 253,063.37	$ 37,959.51	$ 14,551.14	$ 305,574.02
333354-1-52-07	AB	Strain Poles Signals Urban 4 - lane divided	$ 280,343.05	$ 33,641.17	$ 37,678.11	$ 351,662.33	$ 52,749.35	$ 20,220.58	$ 424,632.26
333355-1-52-07	RK	Strain Poles Signals Urban 6 - lane divided	$ 358,875.35	$ 35,887.54	$ 47,371.55	$ 442,134.44	$ 66,320.17	$ 25,422.73	$ 533,877.34
333356-1-52-07	CB	Mast Arms Signals RURAL 2 - lane undivided	$ 460,911.20	$ 46,091.12	$ 50,700.23	$ 557,702.55	$ 83,655.38	$ 32,067.90	$ 673,425.83
333357-1-52-07	AB	Mast Arms Signals RURAL 4 - lane divided	$ 785,795.00	$ 78,579.50	$ 103,724.94	$ 968,099.44	$ 145,214.92	$ 50,000.00	$ 1,163,314.36
333358-1-52-07	RK	Mast Arms Signals RURAL 6 - lane divided	$ 914,797.60	$ 91,479.76	$ 120,753.28	$ 1,127,030.64	$ 169,054.60	$ 50,000.00	$ 1,346,085.24

LRE Project No.		Roadway Bicycle and Pedestrian Facilities (cost per mile, Sq. Ft., per Int)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333360-1-52-07	CB	Sidewalks Per Mile (5' Width - 1 Side)	$ 395,989.65	$ 39,598.96	$ 43,558.86	$ 479,147.47	$ 71,872.12	$ 27,550.98	$ 578,570.57
333362-1-52-07	AB	Sidewalks Per Mile (5' Width - Both Sides)	$ 626,800.30	$ 62,680.03	$ 68,948.03	$ 758,428.36	$ 113,764.25	$ 43,609.63	$ 915,802.24
333363-1-52-07	RK	Bike Lane Per Mile (5' Paved Shlders) Both sides	$ 464,107.49	$ 46,410.75	$ 51,051.82	$ 561,570.06	$ 84,235.51	$ 32,290.28	$ 678,095.85
333364-1-52-07	CB	Multi-Use Trail Per Mile (12' Width - 1 Side) off Roadway	$ 1,043,940.72	$ 104,394.07	$ 114,833.48	$ 1,263,168.27	$ 189,475.24	$ 50,000.00	$ 1,502,643.51
333365-1-52-07	AB	Pedestrian Activated Signal Per Intersection 4 - way	$ 53,700.00	$ 5,370.00	$ 7,088.40	$ 66,158.40	$ 9,923.76	$ 3,804.11	$ 79,886.27
333366-1-52-07	RK	Crosswalk per intersection 12" white stripe(Paint / Thermo) 5 - 12' lanes on all quadrants	$ 5,040.00	$ 504.00	$ 665.28	$ 6,209.28	$ 931.39	$ 357.03	$ 7,497.70
333375-1-52-07	N/A	Pedestrian Overpass with Handicap Ramps per Sq. Ft.				$ -			$ -
LRE Project No.		Roadway Stormwater Retention Facilities (Per Pond)	Construction Cost from LRE	MOT (10%)	Mobilization (10%)	Subtotal	Unknowns 15%	Initial Contingency	Total Construction Cost
333370-1-52-07	CB	1 (1.0 Acre Pond Site) complete w/o fencing	$ 514,530.00	$ 51,453.00	$ 56,598.30	$ 622,581.30	$ 93,387.20	$ 35,798.43	$ 751,766.93
333371-1-52-07	AB	1 (2.5 Acre Pond Site) complete w/o fencing	$ 958,100.00	$ 95,810.00	$ 105,391.00	$ 1,159,301.00	$ 173,895.15	$ 50,000.00	$ 1,383,196.15
333372-1-52-07	RK	1 (5.0 Acre Pond Site) complete w/o fencing	$ 1,686,600.00	$ 168,660.00	$ 185,526.00	$ 2,040,786.00	$ 306,117.90	$ 50,000.00	$ 2,396,903.90

NOTE:

1. Present Day Cost, based on typical sections component and sub-component details, developed in the LRE system with current bid history
2. Unit prices based on current D-3 market area or county unit price at the pay item level.
3. These cost are not project specific, should be used for preliminary cost only.
4. **CEI is normally 15% of the Construction cost, (NOT INCLUDED).**

District 3 Estimates
2023 Bridge Cost Per Square Foot Models (Bridge History Report/ Current Market Trends)

	New Bridge Construction	Cost Per Square Foot
CB	0 -100 Feet in Length	$ 425.00
AB	100 - 500 Feet in Length	$ 400.00
RK	500 - 1,000 Feet in Length	$ 375.00
CB	1,000+ Feet in Length	$ 350.00
AB	Pedestrian Overpass (Ramps, Full enclosure)	$ 1,500.00
	CSX Bridge	$ 1,800.00
	Phased Construction	Add 30%
	Bridge Construction Over Railroad	Add 25%
	Bridge Construction Over Traffic/Roadway	Add 25%
	Bridge Removal	**Cost Per Square Foot**
	Bridge Removal of (Existing Bridge)	$ 65.00
N/A	Phased Construction Bridge Removal of (Existing Bridge)	$ 300.00
	On Site Diversion Costs	**Cost Per Square Foot**
	Acrow Bridge	$ 70.00
	Removal/ Maintenance	50 % of Acrow Total
	Thrie Beam (2 X Length of Acrow)	$50.00/LF
	Bridge Widening	**Cost Per Square Foot**
RK	Bridge Widening	$ 450.00

Table 25. 2050 Needs Plan Cost Per Mile (AL)

TO BE USED FOR PRELIMINARY COST ESTIMATES ONLY

CHART UPDATED JANUARY 2020 (MAJOR UPDATE 2007)

	GRADE AND DRAIN PER MILE COST X $1000								BASE AND PAVE PER MILE COST X $1000	
	2 LANE NEW CONSTRUCTION				4 LANE NEW CONSTRUCTION				2 LANE NEW CONSTRUCTION	4 LANE NEW CONSTRUCTION
ZONE	F	R	H	M	F	R	H	M		
I	803	1177	1648	2077	1420	2104	2923	3975	1507	2731
II	720	983	1385	1690	1186	1720	2555	3574	1352	2418
III	609	762	1177	1385	919	1420	2171	2939	1220	2130
IV	651	1011	1454		1169	1754	2321		1412	2551
V	540	845	1274		969	1536	2037		1232	2286
VI	443	720	1094		785	1319	1837		1077	1684

F - FLAT TERRAIN
R - ROLLING TERRAIN
H - HILLY TERRAIN
M - MOUNTAINOUS TERRAIN



ZONE MAP SHOWING SEPARATION OF BID PRICES

SIGNING

INTERCHANGE (URBAN INTERSTATE)	$60,000	EACH
INTERCHANGE (RURAL INTERSTATE)	$70,000	EACH
INTERSECTION (4 LANE X 4 LANE)	$40,000	EACH
INTERSECTION (4 LANE X 2 LANE)	$30,000	EACH
INTERSECTION (2 LANE X 2 LANE)	$20,000	EACH

TRAFFIC HANDLING

5 LANE (WIDEN TO ONE SIDE)	$30,000	MI
5 LANE (WIDEN SYMMETRICAL)	$60,000	MI
4 LANE (2 LANES EXISTING)	$12,500	MI
EXISTING INTERSECTION	$3,500	EACH
CROSSOVERS	$12,000	EACH
NEW LOCATION INTERSECTION	$2,500	EACH
ADVANCE WARNING SIGNS	$10,000	EACH

UTILITY COST*

2 LANE RURAL	$540,000	MILE
2 LANE URBAN	$1,700,000	MILE
4 LANE RURAL	$850,000	MILE
4 LANE URBAN	$3,125,000	MILE

RIGHT OF WAY COST**

2 LANE RURAL	$550,000	MILE
2 LANE URBAN	$1,500,000	MILE
4 LANE RURAL	$1,400,000	MILE
4 LANE URBAN	$2,900,000	MILE

* UTILITY COST ESTIMATES FROM UTILITY SECTION ** ROW COSTS ESTIMATES FROM THE ROW BUREAU IF TIME IS A FACTOR, JUST USE THE ABOVE DATA.

ADDITIONAL OVERHEAD (add to subtotal for total construction cost)
1.3% ENGINEERING CONTROLS
9.7% MOBILIZATION
15% E & I

PRELIMINARY ENGINEERING IS 15% OF TOTAL CONSTRUCTION COST
BREAKDOWN FOR P.E. 3% FOR CORRIDOR STUDY
5% FOR SURVEY
5% FOR GRADE AND DRAIN PLANS
2% FOR BASE AND PAVE PLANS
INDIRECT COST (NON-APD) 13.63%
INDIRECT COST (APD) 9.64%

URBAN SECTION

BASE & SURFACE (4" SURFACE)	$96	YD^2
GRADE AND DRAIN	$38	YD^2
CURB AND GUTTER	$15	L.F.
SIDEWALK	$35	YD^2
STORM DRAIN	$60	L.F.
INLETS	$3,750	EA
BASE (ONLY)	$15	YD^2
1" SURFACE (OVERLAY)	$15	YD^2
8" CONCRETE PAVEMENT	$50	YD^2
BORROW (IN-PLACE)	$20	YD^3
SIGNALIZED INTERSECTION	$150,000	EA
BARRIER RAIL	$175	LF
TEMPORARY BARRIER RAIL	$100	LF
RETAINING WALL	$80	FT^2

G&D 2' BACK OF CURB OR BACK EDGE OF SIDEWALK
B&P 1.5' BACK OF CURB

Factors

	GD	BP
3-Lane**	1.2	1.4
5-Lane*	0.9	1.1
6-Lane*	1.3	1.5
7-Lane*	1.1	1.8
8-Lane*	1.6	1.9
2-Lane to 3-Lane**	0.85	0.75
2-Lane to 5-Lane**	1.1	1.3
2-Lane to 7-Lane**	1.4	1.7
16' Ramp**	0.85	0.75
Add 12' Lane**	0.85	0.75

*Apply to 4-Lane New Location Cost **Apply to 2-Lane New Location Cost

RAILROADS

SIGNALS	$200,000	EA
CROSSING SURFACE	$2,000	T.F.
RELOCATE TRACK	$300	T.F.
SWITCHES	$1,500	EA
R.R. BRIDGE OVER ROADWAY	$5,000	L.F.

BRIDGES

SMALL	$100	FT^2
RIVER	$150	FT^2
CULVERT	$1,000	YD^3 Concrete
REMOVE OLD BRIDGE	$75	FT^2
DETOUR (26' WIDE)	$50	FT^2
RIP RAP	$30	YD^2
WIDENING	$150	FT^2

SECONDARY ROADS

GRADE AND DRAIN	$195,000	MI
BASE AND PAVE	$110,000	MI
GRAVEL OVERLAY	$8	YD^2
BASE AND PAVE OFF SITE DETOUR:		
TRAVEL WAY	$25	YD^2
SHOULDERS	$15	YD^2
REMOVE PAVEMENT	$6	YD^2
REMOVE DETOUR	2 % G,D,B,&P COST	

Alabama Department of Transportation Design Bureau Location Section

The costs of the 2050 Needs Plan projects are listed in **Tables 26 – 31** below. The costs are based on the unit costs listed above and were refined based upon Project Development and Environment Studies as well as FDOT and ALDOT input, and Steering Committee review.

Florida 2050 Needs Plan Costs Shown by Project Category

Capacity Projects	$10,074,490,653
Corridor Management Projects	$42,955,425
Intersection Projects	$1,261,408,399
Seven-layer Cake Projects	$61,385,265
Public Transportation Projects	$98,302,483
Bicycle/Pedestrian/Trail Projects	$1,017,875,429
Total	**$12,556,417,654**

Alabama 2050 Needs Plan Costs Shown by Project Category

Capacity Projects	$61,658,970
Corridor Management Projects	$0
Intersection Projects	$3,900,000
Seven-Layer Cake Projects	$0
Public Transportation Projects	$6,884,497
Bicycle/Pedestrian/Trail Projects	$30,854,437
Total	**$103,297,904**

Total 2050 Needs Plan Costs Shown by Project Category

Capacity Projects (Table 26)	$10,136,149,623
Corridor Management Projects (Table 27)	$42,955,425
Intersection Projects (Table 28)	$1,265,308,399
7-Layer Cake Projects (Table 29)	$61,385,265
Public Transportation Projects (Table 30)	$105,186,979
Bicycle/Pedestrian/Trail Projects (Table 31)	$1,048,729,867
Total	**$12,659,715,557**

Table 26. 2050 Adopted Needs Plan Costs: Capacity Projects

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
200	US 90 - Provide 4 Lanes of Capacity	Browns Landing Rd	FL / AL State Line	Baldwin	1.7	$2,500,000	$2,805,000	$637,500	$3,825,000	$4,250,000	$637,500	$12,155,000
201	US 98 (AL) - Provide 4 Lanes of Capacity	AL CR 91	FL / AL State Line	Baldwin	3.1	$2,500,000	$5,115,000	$1,162,500	$6,975,000	$7,750,000	$1,162,500	$22,165,000
203	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity [2184291]	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia	2	$15,816,658	complete	$3,163,332	complete	$31,633,316	$4,744,997	$39,541,645
204	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan] [2186055, 2185192]	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia	1.8	$12,669,190	$1,140,227	$2,280,454	$21,664,314	$22,804,541	$3,420,681	$51,310,218
205	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	US 29 (SR 95)	University Parkway	Escambia	3.3	$12,669,190	$1,045,208	$8,361,665	$39,717,910	$41,808,326	$6,271,249	$97,204,358
206	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	University Parkway	SR 291 (Davis Highway)	Escambia	1.2	$12,669,190	$760,151	$3,040,606	$14,442,876	$15,203,028	$2,280,454	$35,727,115
207	US 90A (E. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia	0.5	$12,669,190	$316,730	$1,266,919	$6,017,865	$6,334,595	$950,189	$14,886,298
208	SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia	3.2	$12,669,190	$4,921,128	$19,684,514	$93,501,441	$98,422,569	$14,763,385	$231,293,037
209	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge - Provide 4 Lanes of Capacity and Bridge Replacement	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia	0.6	$15,816,658	$3,368,558	$13,474,231	$64,002,599	$67,371,157	$10,105,674	$158,322,219
210	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [4210114, 4210115]	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	5.1	$15,816,658	complete	$9,900,000	$105,000,000	$159,500,000	$19,300,000	$293,700,000
211	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184933]	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Escambia	5.2	$15,816,658	complete	$3,600,000	$23,600,000	$35,800,000	$5,400,000	$68,400,000
212	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] [2184932]	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia	1.9	$15,816,658	complete	$2,600,000	$21,100,000	$26,200,000	$4,000,000	$53,900,000
213	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia	2.9	$15,816,658	$1,146,708	$2,293,415	$43,574,893	$45,868,309	$6,880,246	$99,763,571

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
214	SR 727 (N. Fairfield Dr.) - Provide 4 Lanes of Capacity	SR 298 (Lillian Hwy)	US 98	Escambia	1.4	$15,816,658	$1,107,166	$4,428,664	$21,036,155	$22,143,321	$3,321,498	$52,036,805
215	US 29 Connector West Bypass [Segment 2] - Provide 4 Lanes of Capacity [4331132, 4331133]	US 29 (SR 95)	Muscogee Road	Escambia	4.2	$11,779,942	$1,236,894	$9,895,151	$47,001,967	$49,475,755	$7,421,363	$115,031,129
216	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity [4331132, 4331133]	Muscogee Road	I-10 New Interchange	Escambia	2.4	$11,779,942	$1,413,593	$2,827,186	$26,858,267	$28,271,860	$4,240,779	$63,611,684
217	US 90 (Mobile Hwy) - Provide 4 Lanes of Capacity [Beulah Master Plan]	Florida / Alabama State Line	Mobile Highway / US 90	Escambia	2.4	$15,816,658	$1,897,999	$7,591,996	$36,061,981	$37,959,980	$5,693,997	$89,205,952
218	SR 296 (Saufley Field Rd) - Provide 4 Lanes of Capacity and access improvements to NAS Saufley Field	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia	0.5	$15,816,658	$790,833	$1,581,666	$7,512,913	$7,908,329	$1,186,249	$18,979,990
219	CR 453 (North W. Street) - Provide 4 Lanes of Capacity	SR 295 (Fairfield Drive)	SR 750 (W. Airport Blvd)	Escambia	1.9	$15,816,658	$3,005,165	$6,010,330	$28,549,068	$30,051,650	$4,507,748	$72,123,961
220	US 98 (SR 30) [No local road name] - Widen to 6 Lanes and Access Improvements to NAS Corry Station at Navy Exchange Rd	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia	2.5	$12,669,190	$791,824	$6,334,595	$30,089,325	$31,672,974	$4,750,946	$73,639,665
221	US 98 (SR 30) [No local road name] - Provide 6 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia	1.5	$12,669,190	$950,189	$3,800,757	$18,053,595	$19,003,784	$2,850,568	$44,658,894
222	US 98 (SR 30) [No local road name] - Provide 4 Lanes of Capacity	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	1.9	$15,816,658	$751,291	$6,010,330	$28,549,068	$30,051,650	$4,507,748	$69,870,087
223	SR 295 (N. New Warrington Rd) - Provide 6 Lanes of Capacity	US 98	US 90 (Mobile Hwy)	Escambia	1.9	$12,669,190	$601,787	$4,814,292	$22,867,887	$24,071,460	$3,610,719	$55,966,145
224	SR 727 (S. Fairfield Dr.) - Provide 4 Lanes of Capacity	US 98	SR 292 (Gulf Beach Hwy)	Escambia	1.6	$15,816,658	$632,666	$5,061,331	$24,041,320	$25,306,653	$3,795,998	$58,837,968
225	US 90 (Mobile Hwy) - Provide 6 Lanes of Capacity	SR 295 (New Warrington Rd)	SR 173	Escambia	4.4	$12,669,190	$1,393,611	$11,148,887	$52,957,213	$55,744,434	$8,361,665	$129,605,810
226	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia	0.4	$15,816,658	$158,167	$1,265,333	$6,010,330	$6,326,663	$948,999	$14,709,492

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
227	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia	3.3	$15,816,658	$1,304,874	$10,438,994	$49,585,223	$52,194,972	$7,829,246	$121,353,310
228	SR 298 (Lillian Hwy) - Provide 4 Lanes of Capacity	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia	3.3	$15,816,658	$1,304,874	$10,438,994	$49,585,223	$52,194,972	$7,829,246	$121,353,310
229	US 98 (SR 30) (Lillian Hwy) - Provide 4 Lanes of Capacity	Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia	3.6	$15,816,658	$1,423,499	$11,387,994	$54,092,971	$56,939,969	$8,540,995	$132,385,429
230	SR 296 (Saufley Field Road) - Provide 4 Lanes of Capacity	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	1.4	$15,816,658	$553,583	$4,428,664	$21,036,155	$22,143,321	$3,321,498	$51,483,222
231	SR 292A (Gulf Beach Highway) at SR 173 - Dedicated truck turn lane / signal for NAS	SR 292A (Gulf Beach Highway)	SR 173 (Blue Angel Parkway)	Escambia	0.5	$4,684,889	$468,489	$468,489	$2,225,322	$2,342,444	$351,367	$5,856,111
232	Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)	Weigh station US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia	0.5	$4,684,889	$234,244	$468,489	$2,225,322	$2,342,444	$351,367	$5,621,866
233	Greenbrier Blvd Extension - Provide 2 Lanes of Capacity and Road Extension	Chemstrand Road	Campus Drive on University of West Florida (UWF)	Escambia	2.2	$8,746,299	$962,093	$3,848,371	$18,279,764	$19,241,857	$2,886,279	$45,218,364
234	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1) [2204369]	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia	0.5	$12,669,190	complete	$1,870,000	$8,582,800	$41,673,345	$6,417,695	$58,543,840
235	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [4331132, 4331133]	Nine Mile Road	I-10 New Interchange	Escambia	1.9	$15,816,658	$1,502,583	$3,005,165	$28,549,068	$30,051,650	$4,507,748	$67,616,214
236	Well Line Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.9	$11,673,228	$677,047	$6,770,472	$32,159,743	$33,852,361	$5,077,854	$78,537,477
237	Kingsfield Road - New 2 Lane Facility	CR 97 W	CR 99 (Beulah Road)	Escambia	1.8	$11,673,228	$525,295	$4,202,362	$19,961,220	$21,011,810	$3,151,772	$48,852,458
238	Quintette Road - New 2 Lane Facility	US 29	CR 97 (Jacks Branch)	Escambia	2.1	$11,673,228	$612,844	$4,902,756	$23,288,090	$24,513,778	$3,677,067	$56,994,535
239	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [2186055, 2185192]	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia	4.1	$12,669,190	$2,597,184	$5,194,368	$49,346,494	$51,943,678	$7,791,552	$116,873,275

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
240	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	2.2	$12,669,190	$696,805	$5,574,443	$26,478,606	$27,872,217	$4,180,833	$64,802,905
241	Muscogee Road Reconstruction - Reconstruction (widening, shoulder improvements)	SR 99 (Beulah Road)	Nowak Road	Escambia	3.3	$675,205	$222,818	$445,635	$2,116,766	$2,228,175	$334,226	$5,347,620
242	US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity and Bridge Replacement (FL and AL)	East end of Lillian Bridge	West end of Lillian Bridge	Escam/Bald	1.2	$15,816,658	$1,897,999	$3,795,998	$18,030,990	$18,979,990	$2,846,998	$45,551,975
243	US 29 Connector East Bypass / CR 184 Quintette Rd - Provide 4 Lanes of Capacity and Bridge Replacement	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	ESC/SR	11.3	$11,827,409	$2,004,746	$26,729,944	$126,967,233	$133,649,719	$20,047,458	$309,399,099
244	CR 197A (Bell Lane) - Provide 4 Lanes of Capacity	CR 191B (Sterling Way)	US 90	Santa Rosa	2	$11,827,409	$709,645	$4,730,964	$22,472,077	$23,654,818	$3,548,223	$55,115,725
245	Pea Ridge Connector Phase 2 - Provide 4 Lanes of New Capacity	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa	3.3	$11,779,942	$777,476	$7,774,761	$36,930,117	$38,873,807	$5,831,071	$90,187,233
246	CR 191B (Sterling Way) - Provide 4 Lanes of Capacity	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa	1.5	$11,827,409	$354,822	$3,548,223	$16,854,057	$17,741,113	$2,661,167	$41,159,382
247	Watkins Street Extension - Improved/New 2 Lane Facility	US 90 (SR 10)	Sterling Way	Santa Rosa	3.1	$8,746,299	$542,271	$5,422,705	$25,757,849	$27,113,526	$4,067,029	$62,903,380
248	Navarre Bridge Realignment - Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa	1.5	$18,235,368	$6,820,592	$45,470,610	$215,985,400	$227,353,052	$34,102,958	$529,732,612
249	E. Spencer Field Road - Provide 4 Lanes of Capacity	US 90	Hamilton Bridge Road	Santa Rosa	1.5	$15,816,658	$1,186,249	$4,744,997	$22,538,738	$23,724,987	$3,558,748	$55,753,720
250	US 90 - Provide 6 Lanes of Capacity (Segment 2) [2204365]	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa	1.3	$12,669,190	complete	$7,700,000	$775,000	$148,579,608	$22,881,260	$179,935,868
251	US 90 - Provide 6 Lanes of Capacity (Segment 3) [2204366]	Simpson River Bridge	Third Avenue	Santa Rosa	2.2	$12,669,190	complete	$3,520,000	$1,508,200	$63,480,909	$9,776,060	$78,285,169
252	US 90 - Provide 6 Lanes of Capacity (Segment 4) [2204367]	Third Avenue	CR 197A Bell Lane	Santa Rosa	3.7	$12,669,190	complete	$5,500,000	$54,032,700	$129,525,546	$19,946,934	$209,005,180
253	US 90 - Provide 6 Lanes of Capacity (Segment 5) [2204368]	CR 197A Bell Lane	Glover Lane	Santa Rosa	3.2	$12,669,190	complete	in-house	$29,650,400	$139,888,768	$21,542,871	$191,082,039
254	CR 197A (Woodbine Road) - Provide 4 Lanes of Capacity	US 90	Five Points Intersection	Santa Rosa	3.7	$15,816,658	$2,926,082	$11,704,327	$55,595,553	$58,521,635	$8,778,245	$137,525,843

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
255	Panhandle Trail Drive - Enhanced 2 Lane Facility	US 98	East River Drive	Santa Rosa	1.1	$4,684,889	$257,669	$1,030,675	$4,895,709	$5,153,377	$773,007	$12,110,437
256	CR 197 (Chumuckla Hwy) and Five Points Intersection - Provide 4 Lanes of Capacity [4219943]	US 90	Five Points Intersection	Santa Rosa	4	$15,816,658	$1,581,666	$12,653,327	$60,103,301	$63,266,633	$9,489,995	$147,094,921
257	CR 197 (Chumuckla Hwy) - Provide 4 Lanes of Capacity	Five Points Intersection	Smyer Drive	Santa Rosa	1	$15,816,658	$790,833	$3,163,332	$15,025,825	$15,816,658	$2,372,499	$37,169,147
258	SR 87 - Provide 4 Lanes of Capacity	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa	22.2	$11,827,409	$2,625,685	$52,513,695	$249,440,051	$262,568,474	$39,385,271	$606,533,176
259	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167488]	US 90	CR 191 (Munson Hwy)	Santa Rosa	3.3	$11,779,942	complete	underway	$19,436,904	$38,873,807	$5,831,071	$64,141,782
260	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] [4167489]	CR 191 (Munson Hwy)	SR 87N	Santa Rosa	4.4	$11,779,942	complete	underway	$25,915,871	$51,831,743	$7,774,761	$85,522,376
261	US 90 - Provide 6 Lanes of Capacity [4409151]	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa	1.3	$12,669,190	complete	$3,293,989	$15,646,449	$16,469,947	$2,470,492	$37,880,877
262	US 90 (Caroline Street) - Provide 4 Lanes of Capacity [4409152]	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa	1.6	$15,816,658	complete	underway	$37,500,000	$65,500,000	$8,000,000	$111,000,000
263	US 90 - Provide 4 Lanes of Capacity [4409153]	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa	3.1	$15,816,658	complete	underway	$46,580,058	$49,031,640	$7,354,746	$102,966,445
264	US 29 RR Crossing - Railroad Overpass	US 29	Muscogee Road	Escambia	0.2	$675,205	$253,376	$2,027,008	$9,628,289	$10,135,041	$1,520,256	$23,563,970
265	Frank Reeder Road / Devine Farm Road - 4-Lane Capacity	SR 99 (Beulah Road)	CR 97	Escambia	2.5	$15,816,658	$790,833	$7,908,329	$35,587,481	$39,541,645	$5,931,247	$89,759,535
266	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration [4531531, 4529311]	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia	5	$675,205	complete	$1,375,945	$0	$6,879,725	$1,031,959	$9,287,629
267	Highway 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5	Escambia / Santa Rosa County Line	SR 87	Santa Rosa	16.4	see individual US 90 segments						
268	NAS Whiting Munson Highway Connector MIRR Project 5.6.7	E Gate Rd (CR 87A)	Munson Hwy (CR 191)	Santa Rosa	1.1	$8,746,299	$962,093	$1,924,186	$2,405,232	$9,620,928	$1,443,139	$16,355,578

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
269	Connecting the Collectors - Eglin AFB at Hurlburt Field	Navarre Community Access Road	Hurlburt Field	SR/Okal	5.1	$11,779,942	$1,201,554	$12,015,540	$30,038,851	$60,077,702	$9,011,655	$112,345,303
270	NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity MIRR Project	SR 87	Whiting Field Main Gate	Santa Rosa	1.1	$11,827,409	$650,507	$2,602,030	$6,505,075	$13,010,150	$1,951,522	$24,719,284
271	CR 184A (Berryhill Road) - Provide 4-Lane Capacity	Chumuckla Highway	SR 89 (Dogwood Drive)	Santa Rosa	7.9	$15,816,658	$1,249,516	$24,990,320	$112,456,439	$124,951,599	$18,742,740	$282,390,615
272	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd [4410563]	SR 10 (US 90A) West Nine Mile Road	CR 297A	Escambia	0.8	Using D3 project costs	complete	underway	included in 4410563	$10,400,000	$1,615,000	$12,015,000
273	SR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of I-10 [4410562]	Sharon Lane	SR 10 (US 90A) West Nine Mile Road	Escambia	0.96	Using D3 project costs	complete	underway	$112,926,000	$33,400,000	$4,141,000	$150,467,000
274	Navarre Community Access Road - Provide 2 Lanes of New Capacity [4517351, 4369021]	Edgewood Drive	Panhandle Trail / Fox Den Drive / Whispering Pines Rd	Santa Rosa	16.6	$11,673,228	underway	$9,688,779	$48,443,895	$96,887,791	$14,533,169	$169,553,634
275	CR 297A - 4 Lane Capacity to Correct Deficiency	East of Plymouth Ln	Devine Farm Rd	Escambia	1.7	$15,816,658	$672,208	$5,377,664	$24,199,487	$26,888,319	$4,033,248	$61,170,925
276	I-10 New Overpass, Frank Reeder Road to Devine Farm Road -New Overpass (no interstate access)	Frank Reeder Road	Devine Farm Road	Escambia	1	$10,000,000	$500,000	$2,000,000	$9,000,000	$10,000,000	$1,500,000	$23,000,000
277	E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park - Provide 4-Lane Capacity	N. Davis Highway	Ely Road at Ellison Industrial Park	Escambia	0.9	$15,816,658	$711,750	$2,846,998	$12,811,493	$14,234,992	$2,135,249	$32,740,482
278	CR 749 (Chemstrand Road) - Provide 4 Lanes of Capacity	Nine Mile Road	Ten Mile Road	Escambia	1.1	$15,816,658	$869,916	$3,479,665	$15,658,492	$17,398,324	$2,609,749	$40,016,145
279	Willard Norris Road - 4 Lane Capacity	SR 89	Pea Ridge Connector	Santa Rosa	3.6	$15,816,658	$1,423,499	$11,387,994	$51,245,972	$56,939,969	$8,540,995	$129,538,430
280	Beulah and Kingsfield Road Reconfiguration - Provide 4-Lane Capacity	I-10	Muscogee Road	Escambia	3.8	$11,779,942	$1,119,094	$8,952,756	$40,287,400	$44,763,778	$6,714,567	$101,837,595
281	I-10 (SR 8) - Provide 6 Lanes of Capacity [SIS project ID 3322] [4379051]	Alabama State Line	US 29 (SR 95)	Escambia	9.6	$13,276,044	complete	Underway	see segments	see segments	see segments	see segments
282	I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa	SR 281 (Avalon Blvd)	Okaloosa County Line	Santa Rosa	21.0	see segments	$3,100,000	see segments	see segments	see segments	see segments	$3,100,000

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
	Co Line [SIS Project ID 3319] [4130624]											
283	I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [4130626]	E of SR 281 (Avalon Blvd)	East of Blackwater River	Santa Rosa	6.3	$13,276,044	complete	$6,900,000	$2,100,000	$368,275,000	$39,600,000	$416,875,000
284	I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [4130627]	East of Blackwater River	East of SR 87	Santa Rosa	3.8	$13,276,044	complete	$4,300,000	$3,000,000	$178,254,000	$15,500,000	$201,054,000
285	I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS] [4130628]	East of SR 87	Miller Bluff Road	Santa Rosa	5.3	$13,276,044	complete	$5,000,000	$2,600,000	$75,331,000	$8,000,000	$90,931,000
286	I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS] [4130629]	Miller Bluff Road	Okaloosa County Line	Santa Rosa	5.5	$13,276,044	complete	$5,000,000	$6,900,000	$80,300,000	$9,700,000	$101,900,000
287	US 98 (SR 30) [Gulf Breeze Pkwy] - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3] [2204268]	E. of Pensacola Bay Bridge	E. of Bayshore Rd	Santa Rosa	4.0	$14,154,295	$2,100,000	$3,500,000	$51,097,909	$56,775,454	$8,516,318	$121,989,681
288	US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1) [2204263]	Portside Drive	Bergren Road	Santa Rosa	5.5	$12,669,190	$3,462,551	$4,950,000	$11,000,000	$69,251,021	$10,387,653	$99,051,225
289	US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1) [2204264]	Bergren Road	Ramble Bay Lane	Santa Rosa	4.3	$12,669,190	$2,747,401	$4,400,000	$54,398,549	$54,948,029	$8,242,204	$124,736,183
290	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1) [2204266]	Ramble Bay Lane	Ortega Street	Santa Rosa	2.7	$12,669,190	$1,694,841	$13,750,000	$33,557,853	$33,896,821	$5,084,523	$87,984,038
291	US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1) [2204265]	Ortega Street	Okaloosa County Line	Santa Rosa	3.5	$12,669,190	$2,189,059	$60,000	$43,343,367	$43,781,179	$6,567,177	$95,940,782
292	SR 173 [S. Blue Angel Parkway] - Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate. (MIRR: 5.5.5) [SIS] [MAF]	SR 292 (Gulf Beach Highway) / Sorrento Road	West Gate Entrance	Escambia	1.7	$3,050,059	$520,436	$1,040,872	$2,602,181	$5,204,361	$780,654	$10,148,504
293	SR 173 [S. Blue Angel Parkway] - Provide 4	SR 292 (Gulf Beach	US 98	Escambia	3.7	$11,827,409	complete	complete	$15,157,600	$151,576,000	$22,736,400	$189,470,000

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
	Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF] [4210121]	Highway) / Sorrento Road										
294	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS Unfunded Need 717] [MAF] [4210123]	US 98	SR 297 (Pine Forest Road)	Escambia	4.4	$11,827,409	$2,100,000	see segments	see segments	see segments	see segments	$2,100,000
295	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210124]	US 98	Kennedy Drive	Escambia	2.3	$11,827,409	underway	$3,100,000	$3,700,000	$69,800,000	$8,500,000	$85,100,000
296	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210125]	Kennedy Drive	CR 296 Saufley Field Drive	Escambia	2.0	$11,827,409	underway	$3,500,000	$31,500,000	$59,200,000	$7,200,000	$101,400,000
297	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210126]	CR 296 Saufley Field Drive	SR 10 (US 90)	Escambia	2.1	$11,827,409	underway	$3,500,000	$35,700,000	$67,900,000	$8,200,000	$115,300,000
298	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [4210127]	SR 10 (US 90)	SR 297 (Pine Forest Road)	Escambia	0.7	$11,827,409	underway	$2,800,000	$23,600,000	$29,700,000	$3,600,000	$59,700,000
299	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF] [4410562]	Pine Forest Drive	Sharon Lane	Escambia	0.7	$12,669,190	$874,174	$1,748,348	$7,867,567	$8,741,741	$1,311,261	$20,543,091
300	SR 87 SIS Incorporation (MIRR 5.6.8) [Future SIS]	Langley St	US 90	Santa Rosa	6.0	$1,393,223	$839,385	$1,678,770	$1,678,770	$8,393,852	$1,259,078	$13,849,856
301	SR 750 [Airport Boulevard] Bridge over Railroad [SIS]	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	Escambia	0.1	$58,116,229	$700,000	$1,400,000	$6,300,000	$7,000,000	$1,050,000	$16,450,000
302	US 29 (SR 95) - Provide 6 Lanes Capacity to State Line [SIS Unfunded Need 2635]	Nine 1/2 Mile Road	State Line	Escambia	35.0	$9,599,784	$3,362,461	$67,249,213	$168,123,033	$336,246,067	$50,436,910	$625,417,684
303	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity [Beulah Master Plan]	US 90 (Mobile Highway)	US 90A (Nine Mile Road)	Escambia	1.1	$15,816,658	$869,916	$3,479,665	$8,699,162	$17,398,324	$2,609,749	$33,056,816
304	Wilde Lake Blvd [Beulah Master Plan]	N Eight Mile Creek Rd	US 297 (Pine Forest Rd)	Escambia	0.5	$1,355,454	$16,943	$135,545	$338,863	$677,727	$101,659	$1,270,738

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
305	Klondike Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.6	$1,355,454	$54,218	$433,745	$1,084,363	$2,168,726	$325,309	$4,066,361
306	Eight Mile Creek Rd [Beulah Master Plan]	Wilde Lake Blvd	US 90 (Mobile Highway)	Escambia	1.8	$1,355,454	$60,995	$487,963	$1,219,908	$2,439,817	$365,972	$4,574,656
307	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100076955, 100076978, 100076979, 100076980]	Beaver Creek Lane	Foley Beach Express	Baldwin	0.8	$2,500,000	$255,025	underway	$212,100	$3,060,300	$459,045	$3,986,470
308	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity [AL 100078233, 100040566, 100040567, 100040568]	AL SR 59	Beaver Creek Lane	Baldwin	2.5	$2,500,000	$1,440,000	$1,700,000	$4,400,000	$13,750,000	$2,062,500	$23,352,500
Capacity Subtotal												***$10,136,149,623***

Table 27. 2050 Adopted Needs Plan Costs: Corridor Projects

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
400	W. Main Street Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way [4409041]	Barrancas Avenue	S. Clubbs Street	Escambia	0.8	$626,800	$0	$0	$0	$2,500,000 [Funded FY 27]	$0	$2,500,000
401	US 98 (SR 30) [W. Navy Blvd] Provide Complete Street Redesign [2186302]	SR 295 (N. Navy Blvd)	Bayou Chico Bridge	Escambia	1.4	$1,355,453	complete	$1,000,000	$0	$22,100,000	$500,000	$23,600,000
402	US 90 (W. Cervantes St) Provide Lane Elimination on US 90	Dominques St	A Street	Escambia	2.3	$1,355,453	$623,509	$1,558,772	$0	$3,117,543	$467,632	$5,767,455
403	SR 295 (W. Fairfield Dr.) Corridor Management	US 98 (SR 30)	US 29 (N. Palafox St)	Escambia	5.2	$1,355,453	$150,000	$0	$0	$0	$0	$150,000
404	US 90 (W. Cervantes St, and E. Cervantes St) RAISE Grant Cervantes Street from "W" Street to Bayou Texar Bridge [4553521]	W St.	Bayou Texar Bridge (Dr. Philip A. Payne Bridge)	Escambia	3.7	$1,355,453	$4,872,791 *	$0	$0	$5,015,178	$752,277	$9,887,969
405	17th Avenue Corridor Management	US 98 / SR 196 (Bayfront Parkway)	US 90 / SR 10A (E. Cervantes)	Escambia	0.5	$675,204	$150,000	$0	$0	$0	$0	$150,000
406	W. Jordan Street Corridor Management / Two-Way Restoration	N. E Street	US 29 (N. Palafox St)	Escambia	0.9	$1,355,453	$150,000	$0	$0	$0	$0	$150,000
407	SR 295 (Navy Boulevard) Corridor Management Plan Implementation (Plan funded in FY24 and currently underway for south segment)	SR 292 (Gulf Beach Hwy)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia	1.2	$675,204	$150,000	$0	$0	$0	$0	$150,000
408	SR 292 (Pace Boulevard) Corridor Management	South of W. McLeod Street	US 29	Escambia	4	$1,355,453	$150,000	$0	$0	$0	$0	$150,000
409	CR 191 (Munson Highway) Corridor Management with Multi-modal improvements Requested by NAS Whiting Field	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa	7	$626,800	$150,000	$0	$0	$0	$0	$150,000
410	SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) Corridor Management	North W Street	SR 289 (Ninth Avenue)	Escambia	2.6	$1,355,453	$150,000	$0	$0	$0	$0	$150,000
411	SR 89 (Dogwood Drive) Corridor Management	US 90 (Caroline Street)	SR 87 (Stewart Street)	Santa Rosa	3.8	$1,355,453	$150,000	$0	$0	$0	$0	$150,000
Corridor Subtotal												***$42,955,425***

Table 28. 2050 Adopted Needs Plan Costs: Intersection Projects

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
800	Provide Major Intersection Reconstruction at Foley Beach Expressway and Canal Road (AL) [AL 100076955]	Foley Beach Express at Canal Road		Baldwin	0.5	$5,000,000	complete	$500,000	$200,000	$3,000,000	$200,000	$3,900,000
801	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin [2186202]	SR 289 (Ninth Avenue) / Langley / Tippen		Escambia	1	$1,355,453	$1,355,454	$2,439,908	$35,000,000	$40,000,000	$6,000,000	$84,795,271
802	Provide Intersection Improvement on US 98 at Navy Boulevard	US 98 at SR 295 (Navy Blvd)		Escambia	1	$4,684,888	$702,733	$936,978	$4,216,400	$4,684,889	$702,733	$11,243,732
803	Provide Major Intersection Reconstruction as Roundabout on Via de Luna Drive on Pensacola Beach	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach Access Road	Escambia	0.5	$4,684,888	complete	$2,250,000	$7,500,000	$16,500,000	$2,475,000	$28,725,000
804	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Edgewood Drive		Santa Rosa	0.5	$4,684,888	complete	$1,171,222	$2,108,200	$2,342,444	$351,367	$5,973,233
805	Provide Major Intersection Reconstruction as Roundabout on East Bay Boulevard	Andorra Street		Santa Rosa	0.5	$4,684,888	complete	$1,171,222	$2,108,200	$2,342,444	$351,367	$5,973,233
806	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road [4331131]	Alabama State Line	East of EB Weigh Station	Escambia	3	N/A	complete	$1,381,000	$2,847,821	$280,666,564	$42,099,984	$326,995,369
807	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road [4379052]	East of EB Weigh Station	East of SR 10 (US 90A) Nine Mile Road includes interchange	Escambia	3	N/A	complete	$5,500,000	$815,000	$265,668,942	$39,850,341	$311,834,283
808	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road [SIS project 3574] [4379053]	E of SR 10 (US 90A) Nine Mile Road	W of SR 95 (US 29) includes interchange	Escambia	3	N/A	complete	$7,700,000	21,233,000	254,205,000	$38,130,750	$321,268,750
809	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp	I-10 at SR 297 (Pine Forest Road		Escambia	1	N/A	complete	Incl in [808]				

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
	[4379054, 4545071]											
810	Provide Interchange Reconstruction Phase II [2224761]	I-10 at US 29 (SR 95)		Escambia	5.6	Underway						
811	Provide New Interchange on I-10 at Ninth Avenue	I-10 @ SR 289 (Ninth Avenue)		Escambia	0.5	$57,881,162	$1,447,029	$2,894,058	$26,046,523	$28,940,581	$4,341,087	$63,669,278
812	Provide Interchange Reconstruction [2204268]	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass		Santa Rosa	0.5	$74,000,000	$1,850,000	$3,700,000	33,300,000	$37,000,000	$5,550,000	$81,400,000
813	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A [4553191]	CR 95A		Escambia	5	N/A	none	complete	donated	$2,125,000	$318,750	$3,718,750
814	Reimagine Jackson - Intersection Projects Mini Roundabouts	Multiple Intersections N 49th Ave, N 62nd Ave, N 65th Ave, N 72nd Ave		Escambia	0.5	$4,684,888	complete	$468,489	$2,108,200	$2,342,444	$351,367	$5,270,500
815	Reimagine Jackson - Intersection Realignment / Improvement	New Warrington Rd		Escambia	0.5	$4,684,888	complete	$468,489	$2,108,200	$2,342,444	$351,367	$5,270,500
816	Reimagine Jackson - Intersection Project at Pace Blvd	SR 292 Pace Blvd		Escambia	0.5	$4,684,888	complete	$468,489	$2,108,200	$2,342,444	$351,367	$5,270,500
Intersection Subtotal												***$1,265,308,399***

Table 29. 2050 Adopted Needs Plan Costs: Seven-Layer Cake Projects

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
600	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1 [4515241]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	$28,267,459	N/A	$28,267,459
601	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP] [4125452]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	$179,333	N/A	$179,333
602	Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [4515241]	Multiple	Multiple	Escambia	0.4	N/A	N/A	N/A	N/A	Incorporated in [600]	N/A	Incorporated in [600]
603	SS4A Safety Action Plan High Injury Network Escambia-1, Rank 29	US 90 (W Cervantes St)	US 29 (SR 95)	Escambia	2.6	$150,000	$0	$0	$0	$0	$0	$150,000
604	SS4A Safety Action Plan High Injury Network Escambia-2, Rank 49	US 98 (SR 30)	SR 295 (W Fairfield Dr)	Escambia	2.2	$150,000	$0	$0	$0	$0	$0	$150,000
605	SS4A Safety Action Plan High Injury Network Escambia-3, Rank 195	SR 295 (E Fairfield Dr)	US 90 (9 Mile Rd)	Escambia	6.1	$150,000	$0	$0	$0	$0	$0	$150,000
606	SS4A Safety Action Plan High Injury Network Escambia-4, Rank 186	US 29 (SR 95) N Palafox	N 12th Ave	Escambia	2.7	$150,000	$0	$0	$0	$0	$0	$150,000
607	SS4A Safety Action Plan High Injury Network Escambia-5, Rank 73	Diamond Diary Rd	Garden St	Escambia	6.7	$150,000	$0	$0	$0	$0	$0	$150,000
608	SS4A Safety Action Plan High Injury Network Escambia-6, Rank 55	Millview Rd	Fairview Dr	Escambia	3.3	$150,000	$0	$0	$0	$0	$0	$150,000
609	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	Hyde Park Rd	Massachusetts Ave	Escambia	8.3	$150,000	$0	$0	$0	$0	$0	$150,000
610	SS4A Safety Action Plan High Injury Network Escambia-8, Rank 150	US 29 (SR 95)	US 29 (SR 95)	Escambia	10.5	$150,000	$0	$0	$0	$0	$0	$150,000
611	SS4A Safety Action Plan High Injury Network Escambia-9, Rank 32	Hwy 297A	Chemstrand Rd	Escambia	4.4	$150,000	$0	$0	$0	$0	$0	$150,000
612	SS4A Safety Action Plan High Injury Network Escambia-10, Rank 54	SR 727	CR 453 (W St)	Escambia	4.0	$150,000	$0	$0	$0	$0	$0	$150,000
613	SS4A Safety Action Plan High Injury Network Escambia-11, Rank 34	SR 292	US 98 (SR 30)	Escambia	3.3	$150,000	$0	$0	$0	$0	$0	$150,000
614	SS4A Safety Action Plan High Injury Network	Dog Track Rd (CR 297)	Lemhurst Rd	Escambia	5.8	$150,000	$0	$0	$0	$0	$0	$150,000

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
	Escambia-12, Rank 88											
615	SS4A Safety Action Plan High Injury NetworkEscambia-13, Rank 84	Bayfront Pkwy	Fairfield Dr	Escambia	3.1	$150,000	$0	$0	$0	$0	$0	$150,000
616	SS4A Safety Action Plan High Injury Network Escambia-14, Rank 236	US 90 / SR 10A / Mobile	Escambia Santa Rosa County Line	Escambia	13.8	$150,000	$0	$0	$0	$0	$0	$150,000
617	SS4A Safety Action Plan High Injury Network Escambia-15, Rank 269	N W St	N 12th Ave / Tippin Ave	Escambia	3.7	$150,000	$0	$0	$0	$0	$0	$150,000
618	SS4A Safety Action Plan High Injury NetworkEscambia-16, Rank 225	N End Bayou Grande	48080016 NB On	Escambia	5.2	$150,000	$0	$0	$0	$0	$0	$150,000
619	SS4A Safety Action Plan High Injury Network Escambia-17, Rank 2	US 90 (SR 10A)	W Fairfield Dr	Escambia	1.7	$150,000	$0	$0	$0	$0	$0	$150,000
620	SS4A Safety Action Plan High Injury Network Escambia-18, Rank 33	SR 173	Marlane Dr	Escambia	1.5	$150,000	$0	$0	$0	$0	$0	$150,000
621	SS4A Safety Action Plan High Injury Network Escambia-19, Rank 46	US 90	US 29 (SR 95)	Escambia	3.1	$150,000	$0	$0	$0	$0	$0	$150,000
622	SS4A Safety Action Plan High Injury Network Escambia-20, Rank 221	SR 297 (Pine Forest Rd)	US 29 (SR 95/ N Palafox St)	Escambia	3.0	$150,000	$0	$0	$0	$0	$0	$150,000
623	SS4A Safety Action Plan High Injury Network Escambia-21, Rank 41	Klondike Rd	Pensacola Fairgrounds	Escambia	2.6	$150,000	$0	$0	$0	$0	$0	$150,000
624	SS4A Safety Action Plan High Injury Network Escambia-22, Rank 45	E Wright St	E Fairfield Dr	Escambia	2.3	$150,000	$0	$0	$0	$0	$0	$150,000
625	SS4A Safety Action Plan High Injury NetworkEscambia-23, Rank 175	SR 291 (N Davis Hwy)	US 90A (SR 10 E Nine Mile Rd)	Escambia	1.5	$150,000	$0	$0	$0	$0	$0	$150,000
626	SS4A Safety Action Plan High Injury Network Escambia-24, Rank 37	E Blount St	SR 196 (E Main St)	Escambia	1.4	$150,000	$0	$0	$0	$0	$0	$150,000
627	SS4A Safety Action Plan High Injury Network Escambia-25, Rank 170	Lillian Hwy	US 90 (SR 10A Mobile Hwy)	Escambia	2.9	$150,000	$0	$0	$0	$0	$0	$150,000
628	SS4A Safety Action Plan High Injury Network Santa Rosa-1, Rank 106	Pace Ln	SR 87 (Stewart St)	Santa Rosa	4.8	$150,000	$0	$0	$0	$0	$0	$150,000
629	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	SR 87	Santa Rosa Okaloosa County Line	Santa Rosa	4.4	$150,000	$0	$0	$0	$0	$0	$150,000
630	SS4A Safety Action Plan High Injury Network Santa Rosa-3, Rank 86	US 90 (SR 10)	Chumuckla Hwy	Santa Rosa	3.7	$150,000	$0	$0	$0	$0	$0	$150,000

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
631	SS4A Safety Action Plan High Injury Network Santa Rosa-4, Rank 40	Farrington Rd	US 90 (SR 10)	Santa Rosa	4.1	$150,000	$0	$0	$0	$0	$0	$150,000
632	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 1	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
633	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 2	SR 297 / Pine Forest Rd	SR 297 / Pine Forest Rd	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
634	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 3	US 90 / SR 10A / Mobile Hwy	US 90 / SR 10A / Mobile Hwy	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
635	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 4	SR 173 / S Blue Angel Pkwy	SR 173 / S Blue Angel Pkwy	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
636	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 5	US 29 / SR 95	US 29 / SR 95	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
637	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 6	SR 295 / W Fairfield Dr	SR 295 / W Fairfield Dr	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
638	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 7	US 90A / SR 10 / W 9 Mile Rd	US 90A / SR 10 / W 9 Mile Rd	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
639	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 8	US 29 / SR 95 / Pensacola Blvd	US 29 / SR 95 / Pensacola Blvd	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
640	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 9	SR 296 / W Michigan Ave	SR 296 / W Michigan Ave	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
641	SS4A Safety Action Plan High Injury Network Intersection Escambia, Rank 10	US 90 / SR 10A / E Cervantes St	US 90 / SR 10A / E Cervantes St	Escambia	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
642	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 1	SR 87	SR 87	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
643	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 2	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
644	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 3	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
645	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 4	US 90 / SR 10 / SR 87	US 90 / SR 10 / SR 87	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
646	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 5	US 90 / SR 10 / Caroline St	US 90 / SR 10 / Caroline St	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
647	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 6	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
648	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 7	US 98 / SR 30 / Navarre Pkwy	US 98 / SR 30 / Navarre Pkwy	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
649	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 8	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
650	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 9	SR 87	SR 87	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
651	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 10	US 98 / SR 30 / Gulf Breeze Pkwy	US 98 / SR 30 / Gulf Breeze Pkwy	Santa Rosa	0.9	$150,000	$0	$0	$0	$0	$0	$150,000
652	USDOT Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant [4564131]	Multiple	Multiple	Escambia	4.5	$12,500,000	$0	$0	$0	$0	$0	$12,500,000
653	ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7) [FY26-30 TIP] [4177362]	Multiple	Multiple	Escambia / Santa Rosa	56.0	$0	$0	$5,051,743	$0	$0	$0	$5,051,743
654	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP] [4515242]	Multiple	Multiple	Escambia	5.0	$0	$0	$179,333	$0	$0	$0	$179,333
655	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP] [4515243]	Multiple	Multiple	Santa Rosa	16.3	$0	$0	$357,667	$0	$0	$0	$357,667

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
656	EV Charging Station at Fricker Community Center [Smart Regions Master Plan]	F Street	F Street	Escambia	1.0	$0	$0	$500,000	$0	$2,500,000	$0	$3,000,000
657	EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan]	SR 291 (N. Davis Highway)	SR 291 (N. Davis Highway)	Escambia	1.0	$0	$0	$500,000	$0	$2,500,000	$0	$3,000,000
658	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart Regions Master Plan [4280586]	Multiple	Multiple	Escambia / Santa Rosa	32.6	$0	$0	$0.00	$0	$1,500,000	$0	$1,500,000
Seven-Layer Subtotal												***$61,385,265***

Table 30. 2050 Adopted Needs Plan Costs: Public Transportation Projects

ID	Project	From	To	County	Length (mi)	Plan Study Cost	Capital Costs	Operating Costs	R/W	CST	CEI	Total
900	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field) - Peak Hour Bus Service	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa / Okaloosa	171.3	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497
901	Express Bus - Pensacola / US 98 / Hurlburt Field - Peak Hour Bus Service	Multiple	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	116	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497
902	Express Bus (Seasonal) - Orange Beach / Gulf Shores - Peak Hour Bus Service	Multiple	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	108.9	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497
903	Amtrak Passenger Rail Service (Regional)	Mobile	Pensacola	Regional	241.9	$1,233,000*	$760,000	$8,987,000	$0	$0	$0	$10,980,000
904	New ECAT Transfer Facility	US 29 at Clarinda Lane		Escambia	1	$52,900,000**	TBD	TBD	Under purchase by Esc. Co.	TBD	TBD	$52,900,000**
905	Renovate Rosa Parks Transit Center	Fairfield Dr.		Escambia	1	TBD	TBD	TBD	$0	TBD	TBD	TBD
906	Express Bus - Navy Federal	Multiple	Nine Mile Road	Escambia	17.1	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497
907	Express Bus - Milton	Multiple	Milton	Escambia / Santa Rosa	36	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497
908	Express Bus - Santa Rosa Tiger Point Community Center	Pensacola	Tiger Point Community Center	Escambia / Santa Rosa	27.5	$30,200	$1,116,363	$5,737,934	$0	$0	$0	$6,884,497
Public Transportation Subtotal												***$105,186,979***

* Cost from FL-AL TPO Resolution 24-02 and Metropolitan Planning Organization Advisory Council

** Grant awarded to Escambia County (ECAT) by State of Florida Hurricane Sally Recovery Grant through Florida Department of Commerce Rebuild Florida program (July 2023)

Table 31. 2050 Adopted Needs Plan Costs: Bike / Ped / Trail Projects

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
1	Reimagine Jackson Street Continuous Sidewalks	New Warrington Rd (SR 295)	A Street	Escambia	3	$626,800	$0	$376,080	$1,692,361	$1,880,401	$282,060	$4,230,902
2	W. Lee St, N. G St, N. F St - West Moreno Sidewalks	E St, Blount, Blount	J St, Moreno, Moreno	Escambia	1.7	$626,800	$0	$439,011	$1,097,527	$1,065,561	$159,834	$1,971,287
3	North E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection	West Cervantes	Garden St	Escambia	0.6	$626,800	$0	$154,945	$387,363	$376,080	$56,412	$695,748
4	North L Street (W Cervantes to Gregory / Legion Field) - Connectivity from W Cervantes to Legion Field Park via L St.	West Cervantes	Gregory Street / Legion Field Park	Escambia	0.4	$626,800	$0	$103,297	$258,242	$250,720	$37,608	$463,832
5	W Gregory St - Connectivity to Global Learning via Gregory St	L St	Pace Blvd	Escambia	0.2	$626,800	$0	$51,648	$129,121	$125,360	$18,804	$231,916
6	N. Spring St Improvements	Gregory St	Main St (South Segment)	Escambia	0.6	$626,800	$0	$154,945	$387,363	$376,080	$56,412	$695,748
7	N. Reus St Improvements	Cervantes St	Garden St	Escambia	0.6	$626,800	$0	$154,945	$387,363	$376,080	$56,412	$695,748
8	W Navy Blvd Bicycle Lanes	Bayou Chico Bridge	SR 292 / Barrancas Ave	Escambia	1.7	$464,107	$0	$325,061	$812,652	$788,983	$118,347	$1,459,618
9	Gregory St - Connectivity to Legion Field Park via Gregory St [4499171]	L St	G St	Escambia	0.3	$626,800	$0	$77,473	$193,681	$188,040	$28,206	$347,874
10	W. Main St - Connectivity to North "E" St via Main St	E St	Clubbs St	Escambia	0.4	$626,800	$0	$103,297	$258,242	$250,720	$37,608	$463,832
11	South E. Street (West Cervantes to Downtown Pensacola) - Restriping, Sidewalks, Multi-Use Path, Crosswalk/Intersection	Garden St	Main Street	Escambia	0.4	$1,355,453	$0	$223,379	$558,447	$542,181	$81,327	$1,003,036
12	A St - Roadway Rebalance Restriping, Crosswalk / Intersection, Neighborhood Greenway	Maxwell St	Main St	Escambia	1.9	$1,355,453	$0	$1,061,049	$2,652,623	$2,575,362	$386,304	$4,764,420
13	Blount St Roadway Rebalance, Striping	20th Ave	A St	Escambia	2.1	$1,355,453	$0	$1,172,738	$2,931,846	$2,846,453	$426,968	$5,265,937
14	Johnson Ave Sidewalks	Davis Hwy	Olive Rd	Escambia	2.3	$626,800	$0	$593,956	$1,484,890	$1,441,641	$216,246	$2,667,035
15	Jordan Street Sidewalks	Pace Blvd	W St	Escambia	0.5	$626,800	$0	$129,121	$322,802	$313,400	$47,010	$579,790

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
16	Olive Road West Sidewalks	RR	Existing Sidewalks	Escambia	2	$626,800	$0	$516,483	$1,291,209	$1,253,601	$188,040	$2,319,161
17	14th Avenue - Roadway Rebalance/Sharrows	Hayne, Cervantes	Bayfront, Cervantes, Gregory	Escambia	2	$1,355,453	$0	$1,116,894	$2,792,234	$2,710,907	$406,636	$5,015,178
18	Spring St Rebalance	Gregory St	Main St	Escambia	0.6	$1,355,453	$0	$335,068	$837,670	$813,272	$121,991	$1,504,554
19	Hayne, Guillemard - Protected Bike Lanes	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia	1.8	$464,107	$0	$344,182	$860,455	$835,393	$125,309	$1,545,478
20	Bayou Blvd Protected Bike Lanes	12th Ave	Scenic Hwy	Escambia	3.4	$464,107	$0	$650,122	$1,625,304	$1,577,965	$236,695	$2,919,236
21	Government St Roadway Rebalance	Barrancas St	9th Ave	Escambia	1.8	$1,355,453	$0	$1,005,204	$2,513,011	$2,439,817	$365,972	$4,513,661
22	Hollywood Ave Sidewalks	Fairfield Dr	Massachusetts Ave	Escambia	0.8	$626,800	$0	$206,593	$516,483	$501,440	$75,216	$927,664
23	Massachusetts Sidewalks	Mobile Hwy	Hollywood Ave	Escambia	1.6	$626,800	$0	$413,187	$1,032,967	$1,002,880	$150,432	$1,855,329
24	Scenic Highway Multi-Use Trail	Baywoods Dr	N Davis Hwy	Escambia	4.1	$1,043,940	$0	$1,763,425	$4,408,562	$4,280,157	$642,024	$7,918,290
25	Bauer Road Sidewalks and Bike Lanes	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia	5.2	$1,043,940	$0	$2,236,539	$5,591,346	$5,428,492	$814,274	$10,042,710
26	Dog Track Road Bicycle Lanes	Blue Angel Pkwy	US 98/SR 30	Escambia	2.1	$464,107	$0	$401,546	$1,003,865	$974,626	$146,194	$1,803,058
27	Summit Boulevard – Road Diet/Rebalance	12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail	Escambia	2.4	$1,355,453	$0	$1,340,273	$3,350,681	$3,253,089	$487,963	$6,018,214
28	Muldoon Road Sidewalks	Cerny Rd	Bellview Ave	Escambia	1.3	$626,800	$0	$335,714	$839,286	$814,840	$122,226	$1,507,455
29	W Street Sidewalks	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia	1.1	$626,800	$0	$284,066	$710,165	$689,480	$103,422	$1,275,539
30	Cerny Road Sidewalks	Muldoon Rd	Mobile Hwy	Escambia	1.4	$626,800	$0	$361,538	$903,846	$877,520	$131,628	$1,623,413
31	Tonawanda Dr Sidewalks	Mobile Hwy	61st Ave	Escambia	0.8	$626,800	$0	$206,593	$516,483	$501,440	$75,216	$927,664
32	Kingsfield Road Sidewalks	297A	Tate Road 61	Escambia	2.1	$626,800	$0	$542,308	$1,355,769	$1,316,281	$197,442	$2,435,119
33	Beulah Road Bicycle Lanes	Mobile Highway	9 Mile Road	Escambia	1.2	$464,107	$0	$229,455	$573,637	$556,929	$83,539	$1,030,319
34	Sorrento Road Shoulders/Bicycle Lanes	Innerarity Point Rd	Segura Dr	Escambia	0.1	$464,107	$0	$19,121	$47,803	$46,411	$6,962	$85,860
35	8 Mile Creek Rd Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.8	$464,107	$0	$344,182	$860,455	$835,393	$125,309	$1,545,478
36	61st Avenue Sidewalks	Tonawanda Dr	Fairfield Dr	Escambia	0.5	$626,800	$0	$129,121	$322,802	$313,400	$47,010	$579,790
37	Klondike Road Bicycle Lanes	SR 90	Wilde Lake Blvd	Escambia	1.6	$464,107	$0	$305,940	$764,849	$742,572	$111,386	$1,373,758
38	E. Kingsfield Rd Sidewalks	95A	Chemstrand Rd	Escambia	1.7	$626,800	$0	$439,011	$1,097,527	$1,065,561	$159,834	$1,971,287

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
39	Stefani Road Sidewalks	Nine Mile Rd	W Roberts Rd	Escambia	2.0	$626,800	$0	$516,483	$1,291,209	$1,253,601	$188,040	$2,319,161
40	Nine and 1/2 Mile Rd - Sidewalks	Pine Forest Rd (SR 297)	Stefani Rd	Escambia	0.7	$626,800	$0	$180,769	$451,923	$438,760	$65,814	$811,706
41	US 90 Shared Use Path	Escambia County Line	Bell Lane	Santa Rosa	7.2	$1,043,940	$0	$3,096,746	$7,741,864	$7,516,373	$1,127,456	$13,905,290
42	US 90 Shared Use Path	Bell Ln	Glover Ln	Santa Rosa	3.2	$1,043,94	$0	$1,376,331	$3,440,829	$3,340,610	$501,092	$6,180,129
43	US 98 Shared Use Path	Portside Dr	Bergren Rd	Santa Rosa	5.5	$1,043,940	$0	$2,365,570	$5,913,924	$5,741,674	$861,251	$10,622,097
44	Soundview Trail Walking Path	Shoreline Drive / US 98	Bob Sikes Bridge / Gulf Islands National Seashore	Santa Rosa	1.1	$1,043,940	$0	$473,114	$1,182,785	$1,148,335	$172,250	$2,124,419
45	Munson Hwy, Broad, Willing Pine - Milton Multimodal Connector	Milton	Bagdad Mill Site Park and Village	Santa Rosa	1.6	$1,043,940	$0	$688,166	$1,720,414	$1,670,305	$250,546	$3,090,065
48	US 98 Shared Use Path	Bergren Rd	Ramble Way	Santa Rosa	4.3	$1,043,940	$0	$1,849,445	$4,623,613	$4,488,945	$673,342	$8,304,548
49	US 98 Shared Use Path	Ramble Way	Okaloosa County Line	Santa Rosa	6.1	$1,043,940	$0	$2,623,632	$6,559,080	$6,368,038	$955,206	$11,780,871
50	Byrom. King, Rosasco St - King Middle School Connection	multiple	multiple	Santa Rosa	1.1	$626,800	$0	$284,066	$710,165	$689,480	$103,422	$1,275,539
51	Chumuckla Highway Shared Use Path	US 90	Five Points	Santa Rosa	3.4	$1,043,940	$0	$1,462,352	$3,655,880	$3,549,398	$532,410	$6,566,387
52	W Spencer Field Rd S hared Use Path	Berryhill Rd	US 90	Santa Rosa	3.1	$1,043,940	$0	$1,333,321	$3,333,303	$3,236,216	$485,432	$5,987,000
53	Glover Lane Sidewalks	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa	0.5	$626,800	$0	$129,121	$322,802	$313,400	$47,010	$579,790
54	US 90 Shared Use Path	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa	1.3	$1,043,940	$0	$559,135	$1,397,837	$1,357,123	$203,568	$2,510,677
55	Henry Street Sidewalks	Main St/Old Bagdad Hwy	Canal St	Santa Rosa	1.1	$626,800	$0	$284,066	$710,165	$689,480	$103,422	$1,275,539
56	Old Bagdad Hwy - Parkmore Plaza Sidewalks	Avalon Blvd	County Optimist Park	Santa Rosa	0.9	$626,800	$0	$232,418	$581,044	$564,120	$84,618	$1,043,622
57	Panhandle Trail - Shoreline Park South Nature Trail Shared Use Path	multiple	multiple	Santa Rosa	1.3	$1,043,940	$0	$559,135	$1,397,837	$1,357,123	$203,568	$2,510,677
58	Panhandle Trail Bike Lanes	Navarre Parkway	River Dr	Santa Rosa	1.1	$464,107	$0	$210,334	$525,834	$510,518	$76,578	$944,459
59	Pace Lane - Skipper to US 90 Sidewalks	Skipper Lane	US 90	Santa Rosa	0.3	$626,800	$0	$77,473	$193,681	$188,040	$28,206	$347,874
60	Edgewood Drive S	US 98	East Bay Blvd	Santa Rosa	2.9	$1,043,940	$0	$1,247,300	$3,118,251	$3,027,428	$454,114	$5,600,742

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
	hared Use Path											
61	East Spencer Field Rd Shared Use Path	Norris Rd	US 90	Santa Rosa	0.9	$1,043,940	$0	$387,093	$967,733	$939,547	$140,932	$1,738,161
62	Woodbine Rd Shared Use Path	US 90	Five Points	Santa Rosa	3.7	$1,043,940	$0	$1,591,383	$3,978,458	$3,862,581	$579,387	$7,145,774
63	Hamilton Bridge Road Shared Use Path	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa	1.1	$1,043,940	$0	$473,114	$1,182,785	$1,148,335	$172,250	$2,124,419
64	Godwin Trail Connector Shared Use Path	Soundside Dr	Madura Rd	Santa Rosa	0.2	$1,043,940	$0	$86,021	$215,052	$208,788	$31,318	$386,258
65	Munson Highway Shared Use Path	East Gate Road	SR 4	Santa Rosa	15.0	$1,043,940	$0	$6,451,554	$16,128,884	$15,659,111	$2,348,867	$28,969,355
67	Canal Road Shared Use Path	Wilson Boulevard	Bay La Launch Avenue	Baldwin	2.1	$1,043,940	$0	complete	complete	$3,679,727	$375,000	$4,054,727
68	AL SR 180 (Canal Road) Shared Use Path	Wharf Parkway East	Spinnaker Way	Baldwin	0.6	$1,043,940	$0	Included in [67]				
69	W. Cervantes Corridor Improvement: Restriping, Sidewalk, Multi-Use Path, Crosswalk/Intersection, Bike/Ped Signal, Traffic Calming	A St	Q Street	Escambia	1.1	$1,043,940	$0	$473,114	$1,182,785	$1,148,335	$172,250	$2,124,419
70	W. Gregory Street Shared Use Path	A Street	L Street	Escambia	0.7	$1,043,940	$0	$301,073	$752,681	$730,759	$109,614	$1,351,903
71	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FY-AL TPO FY25-29 TIP] [4409041]	Barrancas Ave	Clubbs St	Escambia	0.8	TIP	$0	underway	TIP	$0	TIP	$2,548,048
72	W. Main St - Downtown Pensacola Waterfront Connector Trail Phase 2 (Connects with Phase 1 FPID 4534762)	South Pace Blvd	Tarragona Street	Escambia	2.2	$1,043,940	$0	underway	$2,067,003	$2,296,670	$344,500	$4,708,173

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
73	SR 292 (Sorrento Road) Shared Use Path	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	$1,043,940	$0	$1,677,404	$4,193,510	$4,071,369	$610,705	$7,532,032
74	SR 196 Bayfront Parkway / Downtown Waterfront Connector Trail Phase 1 [SIS 3452] [4534761]	S. Alcaniz Street	N. 14th Avenue	Escambia	1.0	$1,043,940	$0	$57,313	$0	$7,484,170	$1,122,626	$8,664,109
75	Legion Field Park and Global Learning Academy (TA Project) [FY-AL TPO FY25-29 TIP] [4499171]	Multiple	Multiple	Escambia	0.9	TIP	$0	TIP	TIP	$1,696,633	TIP	$1,696,633
76	N. Hayne Street (TA Project) [FY-AL TPO FY25-29 TIP] [4517241]	E. Blount Street	E. Jordan Street	Escambia	0.5	TIP	$0	TIP	TIP	$886,720	TIP	$886,720
77	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FY-AL TPO FY25-29 TIP] [4517242]	E. Cervantes Street	E. Blount Street	Escambia	0.5	TIP	$0	TIP	TIP	$918,634	TIP	$918,634
78	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 1 Perdido Key Drive	River Road	Gulf Beach Hwy	Escambia	0.6	$1,043,940	$0	$125,273	$313,182	$626,364	$93,955	$1,158,774
79	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 2 Gulf Beach Highway	Perdido Key Drive	Blue Angel Pkwy	Escambia	4.9	$1,043,940	$0	$1,023,062	$2,557,655	$5,115,310	$767,296	$9,463,323
80	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 3 Blue Angel Parkway	Gulf Beach Hwy	Dog Track Rd	Escambia	3.2	$1,043,940	$0	$668,122	$1,670,305	$3,340,610	$501,092	$6,180,129

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
81	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 4 Off Road	Dog Track Rd	Jones Swamp	Escambia	1.7	$1,043,940	$0	$354,940	$887,350	$1,774,699	$266,205	$3,283,194
82	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 5 Jones Swamp	Previous Segment	Fairfield Dr	Escambia	1.3	$1,043,940	$0	$271,425	$678,561	$1,357,123	$203,568	$2,510,677
83	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 6 Old Corry Field Rd / Lexington Terrace	Jones Swamp	Moreno Ct	Escambia	0.9	$1,043,940	$0	$187,909	$469,773	$939,547	$140,932	$1,738,161
84	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 7 Kincaid St / Barrancas Ave	Moreno Ct	Weis Ln	Escambia	1.5	$1,043,940	$0	$313,182	$782,956	$1,565,911	$234,887	$2,896,935
85	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 8 Barrancas Ave / Main St	Pace Blvd	I St	Escambia	1.5	$1,043,940	$0	$313,182	$782,956	$1,565,911	$234,887	$2,896,935
86	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 9 Main St	I St	A St	Escambia	0.7	$1,043,940	$0	$146,152	$365,379	$730,759	$109,614	$1,351,903
87	SW Greenway Corridor of Great NW Coast Connector (SUNTrail) Unfunded Gap 10 A St / Govt St / Alcaniz St	Main St	Bayfront Pkwy	Escambia	1.1	$1,043,940	$0	$229,667	$574,167	$1,148,335	$172,250	$2,124,419
88	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy [4554132]	Bridge	Gulf Islands National Seashore	Santa Rosa	1.9	$1,043,940	$0	$396,697	$991,744	$1,983,487	$297,523	$3,669,452

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
89	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 2 Multiple Roads	Gulf Breeze Pkwy	Godwin Trail Connector	Santa Rosa	4.4	$1,043,940	$0	$918,668	$2,296,670	$4,593,339	$689,001	$8,497,677
90	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 3 Multiple Roads	Godwin Trail Connector	E Bay Blvd	Santa Rosa	5.6	$1,043,940	$0	$1,169,214	$2,923,034	$5,846,068	$876,910	$10,815,226
92	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 6 US 98 Navarre Parkway	Highway 87	Navarre Beach Causeway	Santa Rosa	0.4	$1,043,940	$0	$83,515	$208,788	$417,576	$62,636	$772,516
93	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 5 SR 87	Montalban St	Navarre Pkwy	Santa Rosa	0.3	$1,043,940	$0	$62,636	$156,591	$313,182	$46,977	$579,387
94	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 7 US 98 Navarre Parkway	Navarre Beach Causeway	Santa Rosa County Line	Santa Rosa	3.9	$1,043,940	$0	$814,274	$2,035,684	$4,071,369	$610,705	$7,532,032
95	Milton to Scenic Bluffs Corridor (North) (SUNTrail)	Escambia / Santa Rosa County Line	Milton	Santa Rosa	14.1	$1,043,940	$0	$2,943,913	$7,359,782	$14,719,564	$2,207,935	$27,231,194
96	Escambia Bike Trail Corridor (South) [not SUNTrail]	US 98 / SR 173 Blue Angel Parkway	US 90	Escambia	13.6	$1,043,940	$0	$2,839,519	$7,098,797	$14,197,594	$2,129,639	$26,265,549
97	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 1 Cantonment to Bellview Recreational	Escambia County Line	US 29 Pensacola Blvd	Escambia	10.4	$1,043,940	$0	$2,171,397	$5,428,492	$10,856,983	$1,628,548	$20,085,419
98	US 90 Corridor (Escambia) SUNTrail Unfunded Gap 2 Escambia Bike Trail	US 29 Pensacola Blvd	Scenic Hwy	Escambia	5.1	$1,043,940	$0	$1,064,820	$2,662,049	$5,324,098	$798,615	$9,849,581
99	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 1 Milton to Pensacola Scenic Bluffs	Scenic Hwy	Blackwater Heritage State Trail	Santa Rosa	13.4	$1,043,940	$0	$2,797,761	$6,994,403	$13,988,806	$2,098,321	$25,879,290

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
100	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 2 Milton to Long Leaf Trail	Blackwater Heritage State Trail	Old River Rd	Santa Rosa	0.6	$1,043,940	$0	$125,273	$313,182	$626,364	$93,955	$1,158,774
101	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 3 Milton to Long Leaf Trail	Lundy Ln	Old Spanish Trail	Santa Rosa	0.1	$1,043,940	$0	$20,879	$52,197	$104,394	$15,659	$193,129
102	US 90 Corridor East (Santa Rosa) SUNTrail Unfunded Gap 4 US 90	9433 US Highway 90	County Line	Santa Rosa	9.1	$1,043,940	$0	$1,899,972	$4,749,930	$9,499,861	$1,424,979	$17,574,742
103	Garcon Trail to Bagdad Corridor (SUNTrail)	Blackwater Heritage Trail	Great NW Coastal Trail	Santa Rosa	20.1	$1,043,940	$0	$4,196,642	$10,491,604	$20,983,208	$3,147,481	$38,818,936
104	Cantonment to Bellview Loop (North)	US 90	US 90	Escambia	16.9	$1,043,940	$0	$3,528,520	$8,821,299	$17,642,598	$2,646,390	$32,638,807
105	Blackwater River State Forest Trail (SUNTrail)	Munson Highway	Munson Highway	Santa Rosa	14.1	$1,043,940	$0	$2,943,913	$7,359,782	$14,719,564	$2,207,935	$27,231,194
106	Cantonment to Bellview Loop (South)	US 90	US 90	Escambia	9.9	$1,043,940	$0	$2,067,003	$5,167,507	$10,335,013	$1,550,252	$19,119,774
107	Bluffline	Langley Avenue (Scenic Heights)	Jackson Lakes (West Pensacola)	Escambia	19.1	$1,043,940	EPA Grant funded	$2,990,890	$9,969,634	$19,939,268	$1,993,927	$36,093,719
108	Berryhill Road Shared-Use Path	Anderson Lane	Dogwood Drive (SR 89)	Santa Rosa	2.9	$1,043,940	$0	$605,486	$1,513,714	$3,027,428	$454,114	$5,600,742
109	Berryhill Road (CR 184A) Shared-Use Path	Anderson Lane	Chumuckla Highway	Santa Rosa	5.1	$1,043,940	$0	$1,064,820	$2,662,049	$5,324,098	$798,615	$9,849,581
110	Milton to Longleaf Corridor	US 90	US 90	Santa Rosa	12.2	$1,043,940	$0	$2,547,215	$6,368,038	$12,736,077	$1,910,412	$23,561,742
111	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 4 Hurricane Lake Road	Hurricane Lake Road	Indian Ford Road	Santa Rosa	15.2	$1,043,940	$0	$3,173,580	$7,933,949	$15,867,899	$2,380,185	$29,355,613
112	Blackwater Multi-use Trail / CR 191 Munson Highway Trail (SUNTrail)	SR 4	Okaloosa County Line	Santa Rosa	6.7	$1,043,940	$0	$1,398,881	$3,497,201	$6,994,403	$1,049,160	$12,939,645

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
	Unfunded Gap 3 Dirt Road to SR 4											
113	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 2 Dirt Road to SR 4	Dirt Road	SR 4	Santa Rosa	10.6	$1,043,940	$0	$2,213,154	$5,532,886	$11,065,772	$1,659,866	$20,471,678
114	CR 191 Munson Highway Trail (SUNTrail) Unfunded Gap 1 Heritage Trail to Dirt Road	Heritage Trail	Dirt Road	Santa Rosa	8.7	$1,043,940	$0	$1,816,457	$4,541,142	$9,082,284	$1,362,343	$16,802,226
115	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Blackwater Heritage Trail	US 90 (Caroline St)	Santa Rosa	7.1	$1,043,940	$0	$1,482,396	$3,705,990	$7,411,979	$1,111,797	$13,712,161
116	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	US 90 (Caroline St)	Davis Hwy / Scenic Hwy	Santa Rosa	6.5	$1,043,940	$0	$1,357,123	$3,392,807	$6,785,615	$1,017,842	$12,553,387
117	Milton to Scenic Bluffs Corridor (South) (SUNTrail)	Davis Hwy / Scenic Hwy	Pensacola Bay Bridge	Escambia	11.3	$1,043,940	$0	$2,359,306	$5,898,265	$11,796,530	$1,769,480	$21,823,581
118	Whiting Field to Blackwater State Forest Trail Corridor	Milford Rd	SR 87A (E Gate Rd)	Santa Rosa	13.2	$1,043,940	$0	$2,756,004	$6,890,009	$13,780,018	$2,067,003	$25,493,032
119	Escambia Bike Trail Corridor	US 90 (W Nine Mile Rd)	SR 297 (Dog Track Rd)	Escambia	14.4	$1,043,940	$0	$3,006,549	$7,516,373	$15,032,746	$2,254,912	$27,810,581
120	Blackwater State Forest Connector Trail Corridor	Red Rock Rd / FNST Corridor	SR 87A (Langley St)	Santa Rosa	15.0	$1,043,940	$0	$3,131,822	$7,829,555	$15,659,111	$2,348,867	$28,969,355
121	Cantonment to Bellview Recreational Corridor	US 90 (9 Mile Rd)	SR 173 (N Blue Angel Parkway)	Escambia	6.1	$1,043,940	$0	$1,273,608	$3,184,019	$6,368,038	$955,206	$11,780,871
122	Escambia County SW Greenway Corridor	SR 297	SR 173 (S Blue Angel Pkwy)	Escambia	5.1	$1,043,940	$0	$1,064,820	$2,662,049	$5,324,098	$798,615	$9,849,581
124	FNST Corridor - Yellow River Ravines	Garner Landing Rd	Santa Gertrudas Dr	Santa Rosa	7.9	$1,043,940	$0	$1,649,426	$4,123,566	$8,247,132	$1,237,070	$15,257,194
125	FNST Corridor - Eglin West	Yellow River Boat Launch	Nelda Rd	Santa Rosa	13.4	$1,043,940	$0	$2,797,761	$6,994,403	$13,988,806	$2,098,321	$25,879,290

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
126	FNST Corridor - Yellow River	Santa Gertrudas Dr	SR 87	Santa Rosa	4.3	$1,043,940	$0	$897,789	$2,244,473	$4,488,945	$673,342	$8,304,548
127	FNST Corridor - SR 87	SR 184	Yellow River Boat Launch	Santa Rosa	2.2	$1,043,940	$0	$459,334	$1,148,335	$2,296,670	$344,500	$4,248,839
128	FNST Corridor - Blackwater River Side Trail	Miller Bluff Rd	Florida National Scenic Trail	Santa Rosa	2.8	$1,043,940	$0	$584,607	$1,461,517	$2,923,034	$438,455	$5,407,613
129	FNST Corridor - Miller Bluff Rd	Goodrange Dr	Dirt Trail	Santa Rosa	0.3	$1,043,940	$0	$62,636	$156,591	$313,182	$46,977	$579,387
130	FNST Corridor - Juniper Creek Trail	Red Rock Rd	Deaton Bridge Rd	Santa Rosa	7.7	$1,043,940	$0	$1,607,669	$4,019,172	$8,038,344	$1,205,752	$14,870,936
131	FNST Corridor	County Line Rd / SR 4 / County Line	Red Rock Rd	Santa Rosa	8.4	$1,043,940	$0	$1,753,820	$4,384,551	$8,769,102	$1,315,365	$16,222,839
132	FNST Corridor - SR 87	River Rd	Navarre Beach Causeway	Santa Rosa	3.4	$1,043,940	$0	$709,880	$1,774,699	$3,549,398	$532,410	$6,566,387
133	FNST Corridor - Navarre Causeway	US 98	Navarre Beach Boat Ramp Circle	Santa Rosa	1.3	$1,043,940	$0	$271,425	$678,561	$1,357,123	$203,568	$2,510,677
134	FNST Corridor - River Rd	Nelda Rd	SR 87	Santa Rosa	0.4	$1,043,940	$0	$83,515	$208,788	$417,576	$62,636	$772,516
135	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FY-AL TPO FY25-29 TIP] [4466631]	West of Chemstrand Road	Cody Lane / Johnson Avenue	Escambia	1.7	$626,800	$0	complete	complete	$1,403,000	$210,450	$1,613,450
136	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FY-AL TPO FY25-29 TIP] [4536051]	CR 292A Gulf Beach Hwy	SR 292 Sorrento Road	Escambia	1.6	$1,043,940	$0	$880,000	complete	$2,253,328	$337,999	$3,471,327
137	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98 [4515721]	McClure Dr	Commercial District and East Side of the City	Santa Rosa	0.1	TIP	$0	underway	$400,000	$4,000,000	$680,000	$4,680,000

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
138	SR 292 (Sorrento Road) from CR 293 (Bauer Road) to CR 292A (Gulf Beach Highway) (MIRR 5.5.6) [FY-AL TPO FY25-29 TIP] [4508142]	CR 293 (Bauer Road)	CR 292A (Gulf Beach Highway)	Escambia	3.9	TIP	$0	complete	complete	$3,862,634	$656,648	$4,519,282
139	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FY-AL TPO FY26-30 TIP] [4552511]	North 65th Ave	North 57th Ave	Escambia	0.5	$626,800	$0	$251,000	$0	$313,400	$53,278	$617,678
140	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FY-AL TPO FY26-30 TIP] [4534761]	Tarragona St	14th Avenue	Escambia	1.2	TIP	$0	$0	$0	$7,484,170	$1,122,625	$8,606,795
141	Soundview SUNTrail [FY-AL TPO FY26-30 TIP] [4554131, 4554132]	Shoreline Drive / US 98	Bob Sikes Bridge	Santa Rosa	2.3	$1,043,940	$0	$962,500	$2,160,957	$2,401,064	$360,160	$5,884,680
142	N. Palafox Complete Streets Sidewalks [4554131, 4554132]	US 29 Pensacola Blvd	Nine Mile Road	Escambia	4.8	$395,989	$0	complete	$1,881,743	$1,900,750	$285,113	$3,896,538
143	Williamsburg Multi-Use Trail	Multiple	Multiple	Santa Rosa	0.2	$1,043,940	$0	$295,792	$739,482	$1,478,964	$221,844	$2,736,082
144	McClure and Andrew Jackson Sidewalk	multiple	Multiple	Santa Rosa	0.6	$626,800	$0	$190,122	$475,306	$950,613	$142,591	$1,758,632
145	Reimagine Jackson - 12 ft Shared Use Path	Fairfield Dr (SR 727)	T Street	Escambia	4.2	$1,043,940	$0	$876,910	$2,192,276	$4,384,551	$657,683	$8,111,419
146	Nine Mile Rd Pedestrian Overpass	Rebel Rd	Beulah Middle School	Escambia	0.1	N/A	$0	$360,000	$0	$3,600,000	$540,000	$4,500,000
147	Guidy Lane Sidewalk	Greenbrier Blvd	Candlestick Dr	Escambia	0.4	$626,800	$0	$50,144	$125,360	$250,720	$37,608	$463,832
148	Pensacola Beach Shared Use Path	Toll Booth	Ft. Pickens Rd	Escambia	1.0	$1,043,940	$0	$208,788	$939,547	$1,043,941	$156,591	$2,348,867

ID	Project	From	To	County	Length (mi)	Const $ / mi	PD&E (5–10%)	Design (20%)	R/W (10-100%)	CST	CEI (15%)	Total
149	AL SR 182 Shared Use Path	TPO Boundary	AL/FL State Line	Baldwin	7.4	$1,362,862	$1,998,000	$2,017,036	$9,984,327	$10,085,179	$1,512,777	$25,597,318
150	AL SR 182 (Perdido Beach Blvd) Pedestrian and Bicycle Safety Upgrades [FY-AL TPO FY26-30 TIP] [100079735]	Orange Beach City Limits	MP 13.75	Baldwin	3.9	TIP	TIP	TIP	TIP	$1,202,392	TIP	$1,202,392
151	E. Maxwell Street Sidewalks [FY-AL TPO FY26-30 TIP] [4552411]	N. Hayne St	N. 12th Ave	Escambia	0.6	TIP	TIP	$150,000	TIP	$401,585	$60,238	$611,823
Bike / Ped / Trail Subtotal												***$1,048,729,867***

6.4 Expectations, Emphasis Areas, and Emerging Issues

With establishment of the Needs Plan projects as discussed in the prior sections, the following sections describe technical topics of special emphasis that are required to be addressed in this Long-Range Transportation Plan.

6.4.1 Strategic Highway Safety Plan

As a Federal Expectation and Emerging Issue, goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the Strategic Highway Safety Plan (SHSP), are strongly encouraged to be integrated into the Long-Range Transportation Plan. Both the Florida SHSP and the Alabama SHSP were included in analysis of the Goals and Objectives in the development of this Long-Range Transportation Plan. The Evaluation Criteria prioritized Safety and Security as the highest-weighted category, prioritizing projects on evacuation routes, and projects on corridors with higher crash rates. Safety performance measures and targets are further discussed in the new Systems Performance Report, provided in **Appendix E** of this Long-Range Transportation Plan. In addition, an objective of the Congestion Management Process included the need to improve safety and an evaluation of crash data. This Long-Range Transportation Plan provides additional discussion of safety analysis developed from the Congestion Management Process analysis.

6.4.2 Military, Freight, Regional, and SIS Facilities

As a Federal Expectation and Emerging Issue, this Long-Range Transportation Plan included consultation with agencies and officials planning for freight movements to incorporate freight needs and demands, and integrate goals, objectives performance measures and targets of the State Freight Plan. The ALDOT Statewide Freight Plan, and the FDOT Freight Mobility Trade Plan were reviewed for development of the Needs Plan. In addition, the FDOT Freight and Multimodal Operations manager was an active participant on the Steering Committee and provided a presentation to the Steering Committee meeting focusing on the freight corridors and projects. For the Florida-Alabama TPO, the highest priority freight needs are identified below.

- I-10 at US 29 Interchange
- I-10 at US 90 (West Nine Mile Road) Interchange
- I-10 at SR 297 (Pine Forest Road) Interchange
- I-10 from Alabama State Line to US 29 Capacity.

In addition, the need for additional truck parking was identified as a need along the US 29 corridor north of the I-10 at US 29 interchange. These needs are incorporated into projects in the 2050 Needs Plan.

In addition, the Steering Committee included active participation from the Port of Pensacola, the Pensacola International Airport, Naval Air Station Pensacola, and Naval Air Station Whiting Field. A presentation was also made by the FDOT Freight and Rail Planning Administrator. Port and freight projects were reviewed from the updated Port Master Plan for incorporation into this Long-Range Transportation Plan. The following freight-related projects were incorporated:

- I-10 from Alabama Line to US 29
- I-10 from Avalon Boulevard to Okaloosa County Line
- I-10 Interchange improvements at Beulah Road, Nine Mile Road, Pine Forest Road, US 29, and Ninth Avenue
- US 29 from Nine Mile Road to Alabama State Line
- SR 87 from SR 87 Connector to Alabama State Line
- Airport Boulevard/Railroad Crossing (Overpass)
- Blue Angel Parkway from Sorrento Road to NAS West Gate (Dedicated Truck Entrance)
- Commercial Truck Parking on US 29 (Weigh Station).
- SR 196 (Main Street/Bayfront Parkway) from Alcaniz Street to Chase Street (Corridor Management Plan/Complete Streets Study—Maintain Port Linkage)
- Advanced Traffic Management System/Transportation Management Center
- Navarre Community Access Road
- Connecting the Collectors.

To further consider freight needs, the Evaluation Criteria also included whether the project is included in an adopted Freight Plan.

6.4.3 Planning and Environmental Linkages, Mitigation, Consultation

As discussed earlier in this section on Needs Plan development, a notable improvement for the 2050 Long-Range Transportation Plan development was the incorporation of an on-line Geographic Information System (GIS) map. The GIS map was used to accomplish multiple objectives 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 Long-Range Transportation Plan, the Regional Rural Plan further mapped other resources such as Environmental Critical Habitat Rivers, Wildlife Corridors, Prime Farmland, State parks and forests, National Parks, 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.

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

The environmental impact of transportation projects is individually analyzed through the National Environmental Policy Act (NEPA) process which is fulfilled by FDOT largely through the Project Development and Environment (PD&E) study process. As a project moves from the Long-Range Plan into the PD&E phase, FDOT considers environmental avoidance, impact minimization, and impact mitigation on a project-by-project basis.

In the State of Florida, environmental mitigation options specific to wetlands are defined by 62.340 F.A.C and Section 404 of the Clean Water Act. For transportation projects, mitigation is accomplished through a

partnership between the implementing agency (such as FDOT, or the sponsoring local government) and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). FDOT operates under a mitigation program that is administered by the state, which is responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to TPOs because it offers them an additional method to mitigate impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, TPOs, and local agencies.

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

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

Where impacts cannot be avoided or minimized, mitigation may be required as identified through the PD&E and permitting process. Specific mitigation is generally not finalized until the permitting phase of the project which is generally associated with final design phases. Locally, there are two mitigation bank options available including Garcon Peninsula Mitigation Bank and the Pensacola Bay Mitigation Bank. These are shown in **Figure 41** and **Figure 42** within the larger mitigation service areas.

The Northwest Florida Water Management District Umbrella Plan and In-Lieu Fee Program provide mitigation options for FDOT when use of a mitigation bank is not available. These programs do not compete with private mitigation banks. The intent of the NWFWMD In-Lieu Fee Program is to provide compensatory mitigation options to the FDOT for areas not presently served by private mitigation banks or where appropriate bank credits, as determined by the USACE, are not available. Mitigation to non-FDOT entities, if deemed acceptable under Florida statutes, may be provided on a case-by-case basis only with concurrence from FDOT.

Figure 41. Mitigation Service Areas

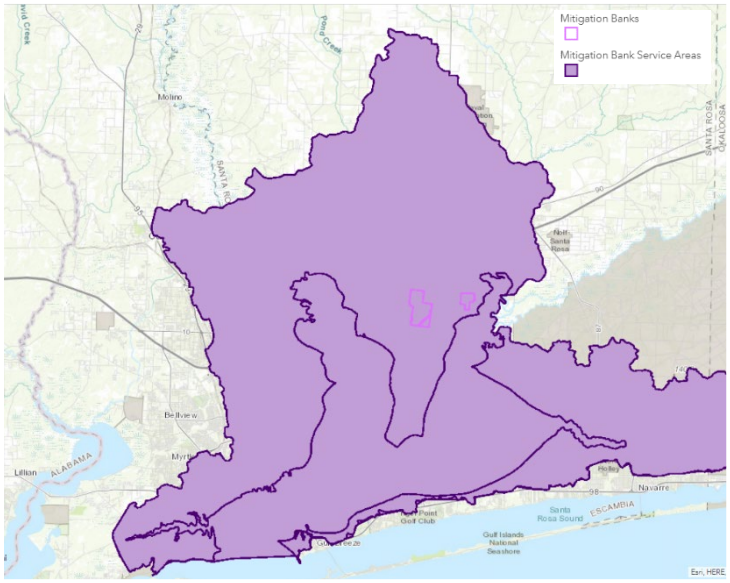
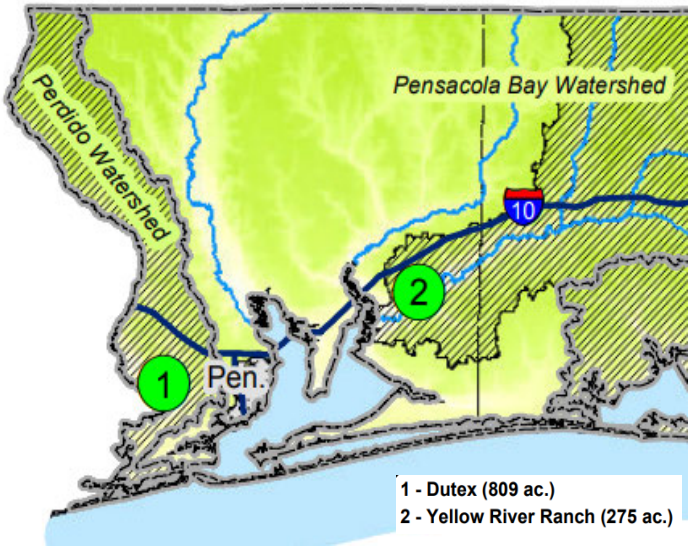


Figure 42. Mitigation Banks



In Baldwin County, AL, specifically the City of Orange Beach, alternative mitigation techniques are identified such as living shorelines and sea grass bed conservation initiatives in the city's Growth Management Plan. Other initiatives include the city's involvement with the Perdido Foundation for waterbody protection, dune nourishment, and habitat protection.

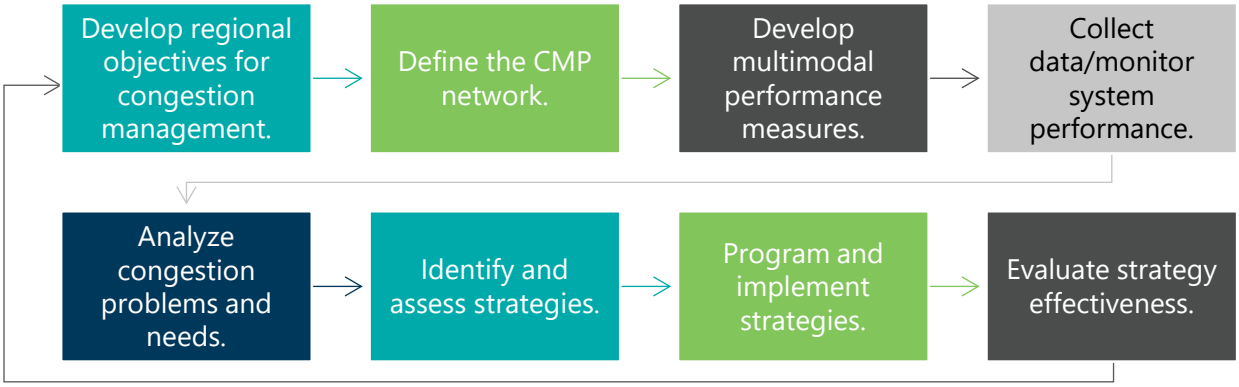
While the previous discussion has largely focused on wetlands, there are other environmental impacts and mitigation options associated with transportation projects such as noise, light, surface water runoff, and right-of-way acquisition which could affect a variety of resources from wildlife habitat to cultural and historical resources to recreational resources and conservation or scenic easements. Mitigation options for these impacts are defined through the NEPA process (PD&E process for FDOT projects) and include noise barriers and impacts to outdoor advertising, directional and/or environmentally sensitive lighting, swales and stormwater pond design, wildlife crossings, construction provisions defined by the resource agencies, and in some cases, species relocation (such as for gopher tortoise and associated commensal species). Mitigation options for cultural and historical resources are defined in coordination with the appropriate State Historic Preservation Officer. Mitigation options for recreational resources are defined in coordination with the implementing agency pursuant to Section 4(f) of the U.S. Department of Transportation Act (for federally-funded transportation projects).

Other innovative strategies employed to mitigate environmental impacts include an initiative by the City and Port of Pensacola to join the Green Marine voluntary environmental certification program. The vision, adopted as part of the updated Port Master Plan, seeks to establish a hybrid port, balancing clean cargo seaport trades with new investment. Green Marine offers a step-by-step roadmap for port authorities, terminal operators, shipping lines and shipyard managers to voluntarily and measurably reduce their environmental footprint. The comprehensive program addresses key environmental issues using 13 performance indicators that include lowering air emissions, minimizing community impacts, and demonstrating environmental leadership. The Port of Pensacola is one of three ports in Florida to enter this voluntary program. Established in 2007, Green Marine is a leading North American environmental certification program for the maritime transportation industry. The program stems from the maritime industry's voluntary initiative to surpass regulatory requirements. There are currently more than 125 companies – ship owners, port authorities, terminal operators and shipyard managers – from coast to coast in Canada and the United States participating in the program. The program's unique character derives from the support earned from more than 65 environmental organizations, scientific research programs and government agencies. These supporters contribute to shaping and revising the program.

6.4.4 Congestion Management

A Congestion Management Process was completed (December 2024) in association with the development of this Long-Range Transportation Plan which included vetting through the Steering Committee. The purpose of a CMP is to develop a systematic process to effectively manage and operate the transportation system. The complete CMP is provided as a reference document to this Long-Range Transportation Plan. The process is summarized in **Figure 43**.

Figure 43. Congestion Management Process



The CMP included development of goals and objectives, specifically adopting the 2050 Long-Range Transportation Plan Goals and Objectives, and developing mitigation strategies. The 2050 CMP Major Update includes improvements the CMP objectives, mitigation strategies, and performance measures. **Table 32** shows the summary table from the CMP which links the Objectives to performance measures and provides references to the applicable sections of the CMP. **Table 33** identifies the objectives, mitigation strategies, and performance measures in the CMP. **Table 34** identifies the performance measure data in the CMP.

FL-AL TPO uses the CMP as an integral part of the planning process, including the LRTP and the TIP. The LRTP, with the use of the CMP and the Northwest Florida Regional Transportation Model, analyzes existing and future deficiencies. Roadways that are determined to be cost prohibitive for Right-of-Way acquisition are further analyzed for potential Corridor Management Plan Studies as an additional way to mitigate congestion. Through the TPO annual project priority process, Corridor Management Plan Studies are ranked for consideration in the TPO Five Year TIP. Once a Corridor Management Plan is complete, it is again prioritized by the TPO for implementation of potential improvements in the Five-Year TIP. Corridor Management Plan improvements can also be implemented through resurfacing projects and local municipalities. Local municipalities should also review the LRTP Needs Plan for new roadways and consider implementing Corridor Preservation Ordinances in their jurisdictions to reduce future Right-of-Way costs. Section 6.3 of this Long-Range Transportation Plan provides the Corridor Management projects.

Table 32. 2050 Congestion Management Process References

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE ANALYSIS	CMP REPORT REFERENCE (FIGURE / TABLE #)
Provide Options to Reduce Travel Demand	Increase participation in TDM programs	# of Annual rideOn Rides	Appendix C
	Increase transit usage	Public transportation annual passenger miles of travel	Appendix C
		Commute to Work Mode Split	Tables 7-9
	Decrease vehicle miles traveled (VMT)	Vehicle Miles Traveled (VMT)	Figure 14, Appendix C
	Reduce Average Travel Time to Work	Commute to Work Travel Times	Tables 10-12
Improve Safety	Reduce crash rates and fatalities	Annual Crash Rates (Vehicle, Bike, Ped)	Appendix C
		Annual # of Fatalities (Vehicle, Bike. Ped)	Figure 12
Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities	SHS Miles Pedestrian Facility Miles % Pedestrian Facility SHS Coverage Bicycle Facility Miles % Bicycle Facility SHS Coverage County Population (5-Year Census ACS Estimates) Total Population of Census Block Groups within 1 mile of Bicycle Facilities % Population within 1 mile of Bicycle Facilities	Appendix C
Provide Reliable and Efficient Transportation Options	Improve traffic flow	Annual FL-AL TPO Urban Area Congestion Ranking	Table 13
	Improve capacity of roadways with inadequate LOS	FDOT LOS Tables	Appendix B
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines	# of Miles Resurfaced Annually	Appendix C

Table 33. 2050 Congestion Management Process Objectives, Strategies, Recommendations

CMP Objectives	Congestion Mitigation Strategies	Recommendations	Data Tracking Needs	Policy Recommendations
Options to Reduce Travel Demand	❖ Implement TDM Strategies ❖ Provide Mode Choices to the Commuters	- Increase Participation in TDM Programs - Increase Bike and Pedestrian (Ped) Connectivity through Additional Facilities and Improved Facilities - Increase Transit Usage - Expand Transit System - Decrease VMT - Reduce Average Travel Time to Work	▪ VMT ▪ Public Transportation Annual Passenger Miles of Travel ▪ Commute to Work Travel Times ▪ Commute to Work Mode Split ▪ Annual rideOn Participation ▪ Number of Bike/Ped Connections/Improvements Funded and Completed ▪ Transit System Improvement Metrics (Number of Routes, Average Headways, Average Commute Times, Number of Choice Riders)	✓ Adjust project prioritization evaluation criteria to increase funding resources of active transportation modes. ✓ Commit dedicated annual funding to the expansion of system-wide bicycle and pedestrian facilities. ✓ Provide dedicated resources to support TDM program activities and annual reporting. ✓ Local governments can coordinate micromobility programs and define service.
Improve Safety	❖ Engage CTST with Community Awareness and Educations ❖ Prioritize Safety of Active Transportation Modes ❖ Seek Out Engineering Solutions for High-Crash "Hot Spots" ❖ Implement Access management Strategies to Reduce Conflict Points	- Reduce Crash Rates	▪ Annual Crash Rates (Vehicle, Bike, Ped) ▪ Annual Fatalities (Vehicle, Bike, Ped) ▪ Annual Report of CTST Awareness Activities and Outcomes ▪ Location of High Crash Areas ("Hot Spots") ▪ Signal4 data	✓ Include immediate safety needs in short-term funding priorities. ✓ Dedicate resources to CTST Program.
Encourage Active Transportation Modes	❖ Promotes the Use of Public Transportation and make the Transit Stops More Accessible ❖ Encourage Biking and Walking by Improving Bicycle and Pedestrian Infrastructure and Improving Connectivity	- Increase Number of Miles of Bike and Pedestrian Facility Projects that Create Connectivity between Existing Multi-Modal Facilities - Improve Transit Facilities to be ADA Complaint	▪ Percent of Annual Funding Dedicated to Active Transportation Facilities ▪ Percent of Transit Facilities Compliant with ADA	✓ Adjust project prioritization evaluation criteria to increase the weight of active transportation modes. ✓ Provide $1.3 million of funding through the year 2045 for separated bicycle and pedestrian facilities. ✓ Local government adoption / updates of ADA Transition Plans.
Provide Reliable and Efficient Transportation Options	❖ Implementation of TSM&O Strategies ❖ Improve the Flow of Traffic ❖ Re-time Traffic Signals Annually ❖ Prioritize Capacity Improvements for Roadways with Demand that Exceeds Maximum Service Volumes	- Improve Traffic Flow - Improve Capacity of Roadways with Inadequate LOS - Increase ITS Capabilities	▪ Annual LOS Data (FDOT) ▪ ITS Metrics	✓ Dedicate resources and funding for traffic monitoring, management, and control facilities and programs. ✓ Commit to implementing ATMS. ✓ Dedicate funding resources in operational roadway improvements (Corridor Management) each fiscal year. ✓ Prioritize projects with LOS F. ✓ Prioritize low-cost, operational improvements that will reduce congestion.
System Preservation	❖ Resurface Major and Minor Arterials on Recommended Cycle	- Improve Resurfacing Practices to Reach Recommended Resurfacing Guidelines	▪ Number of Miles Resurfaced Annually ▪ Asset Inventory ▪ Pavement Condition Data	✓ Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle.

Table 34. 2050 Congestion Management Process Performance Measures

CMP Objective	Performance Measure	Performance Target	Data Source	Performance Target	2018				Performance Target	2019				Performance Target	2020				Performance Target
					FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa	
Provide Options to Reduce Travel Demand	% of Workers 16 and over who Carpool to Work	≥10.5%	American Community Survey (ACS) 5-Year Estimates* (Table B08301)	10.5%	10.0%	7.4%	10.2%	9.5%	10.5%	10.6%	7.8%	10.6%	10.5%	10.5%	10.1%	8.0%	10.2%	9.9%	10.5%
	% Pedestrian Facility SHS Coverage	≥46.0%	FDOT	46.0%	33.9%	-	32.5%	17.9%	46.0%	34.5%	-	33.4%	18.0%	46.0%	34.6%	-	33.4%	18.1%	46.0%
	% Bicycle Facility SHS Coverage	≥50.0%	FDOT	50.0%	42.2%	-	26.6%	38.1%	50.0%	43.3%	-	28.0%	38.1%	50.0%	43.3%	-	28.0%	38.1%	50.0%
	Passengers per Revenue Mile (reporting unit is Escambia Area Transit [ECAT] and Baldwin Regional Area Transit [BRATS])	1.27	FTA National Transit Database (NTD)	1.27	-	0.44	0.91	-	1.27	-	0.30	0.86	-	1.27	-	0.18	0.76	-	1.27
	Vehicle Miles Traveled (in millions)	≥8.0	FDOT Source Book	8.0	8.2	-	5.5	3.1	8.0	7.5	-	5.7	3.3	8.0	7.2	-	5.4	3.2	8.0
Improve Safety	Serious Injury Rates per Annual 100 MVMT	0.000	FDOT Source Book	0.000	-	-	6.878	5.481	0.000	-	-	6.057	3.512	0.000	-	-	6.053	2.693	0.000
	Fatality Rates per Annual 100 MVMT	0.000	FDOT Source Book	0.000	-	-	1.775	1.123	0.000	-	-	1.723	0.911	0.000	-	-	1.620	0.943	0.000
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	≥93.0%	FDOT; ACS 5-Year Estimates	93.0%	86.8%	-	83.3%	86.9%	93.0%	90.1%	-	88.1%	86.7%	93.0%	88.7%	-	87.0%	85.4%	93.0%
Provide Reliable and Efficient Transportation Options	Percent of facilities with LOS D, E, or F	≤35%	FDOT LOS Tables	35%	18%	0%	18%	19%	35%	22%	11%	23%	19%	35%	19%	11%	19%	18%	35%
System Preservation	# of Resurfacing Projects in TIP / Total Projects in TIP	≥11.0%	FDOT Transportation Improvement Program (TIP)	11.0%	8.0%	-	-	-	11.0%	6.7%	-	-	-	11.0%	10.3%	-	-	-	11.0%

CMP Objective	Performance Measure	Performance Target	Data Source	Performance Target	2021				Performance Target	2022				Performance Target	2023			
					FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa		FL-AL TPO	Baldwin	Escambia	Santa Rosa
Provide Options to Reduce Travel Demand	% of Workers 16 and over who Carpool to Work	≥10.5%	American Community Survey (ACS) 5-Year Estimates* (Table B08301)	10.5%	9.4%	8.2%	10.0%	8.4%	10.5%	8.4%	6.9%	9.3%	7.1%	10.5%	-	-	-	-
	% Pedestrian Facility SHS Coverage	≥46.0%	FDOT	46.0%	34.6%	-	33.4%	18.1%	46.0%	34.7%	-	33.6%	18.1%	46.0%	-	-	-	-
	% Bicycle Facility SHS Coverage	≥50.0%	FDOT	50.0%	44.2%	-	28.0%	39.6%	50.0%	45.1%	-	29.2%	39.6%	50.0%	-	-	-	-
	Passengers per Revenue Mile (reporting unit is Escambia Area Transit [ECAT] and Baldwin Regional Area Transit [BRATS])	1.27	FTA National Transit Database (NTD)	1.27	-	0.10	0.55	-	1.27	-	0.11	0.61	-	1.27	-	-	-	-
	Vehicle Miles Traveled (in millions)	≥8.0	FDOT Source Book	8.0	8.3	-	5.6	3.3	8.0	7.7	-	5.7	3.4	8.0				
Improve Safety	Serious Injury Rates per Annual 100 MVMT	0.000	FDOT Source Book	0.000	-	-	5.311	4.974	0.000	-	-	6.853	4.030	0.000	-	-	-	-
	Fatality Rates per Annual 100 MVMT	0.000	FDOT Source Book	0.000	-	-	2.13	0.960	0.000	-	-	1.532	0.882	0.000	-	-	-	-
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	≥93.0%	FDOT; ACS 5-Year Estmates	93.0%	88.4%	-	86.8%	84.6%	93.0%	92.1%	-	92.2%	84.4%	93.0%	-	-	-	-
Provide Reliable and Efficient Transportation Options	Percent of facilities with LOS D, E, or F	≤35%	FDOT LOS Tables	35%	20%	22%	21%	18%	35%	20%	22%	19%	23%	35%	-	-	-	-
System Preservation	# of Resurfacing Projects in TIP / Total Projects in TIP	≥11.0%	FDOT Transportation Improvement Program (TIP)	11.0%	10.4%	-	-	-	11.0%	16.1%	-	-	-	11.0%	16.4%	-	-	-

6.4.5 ALDOT Livability Indicators

ALDOT has adopted Livability Indicators as a sustainability measurement of future actions:

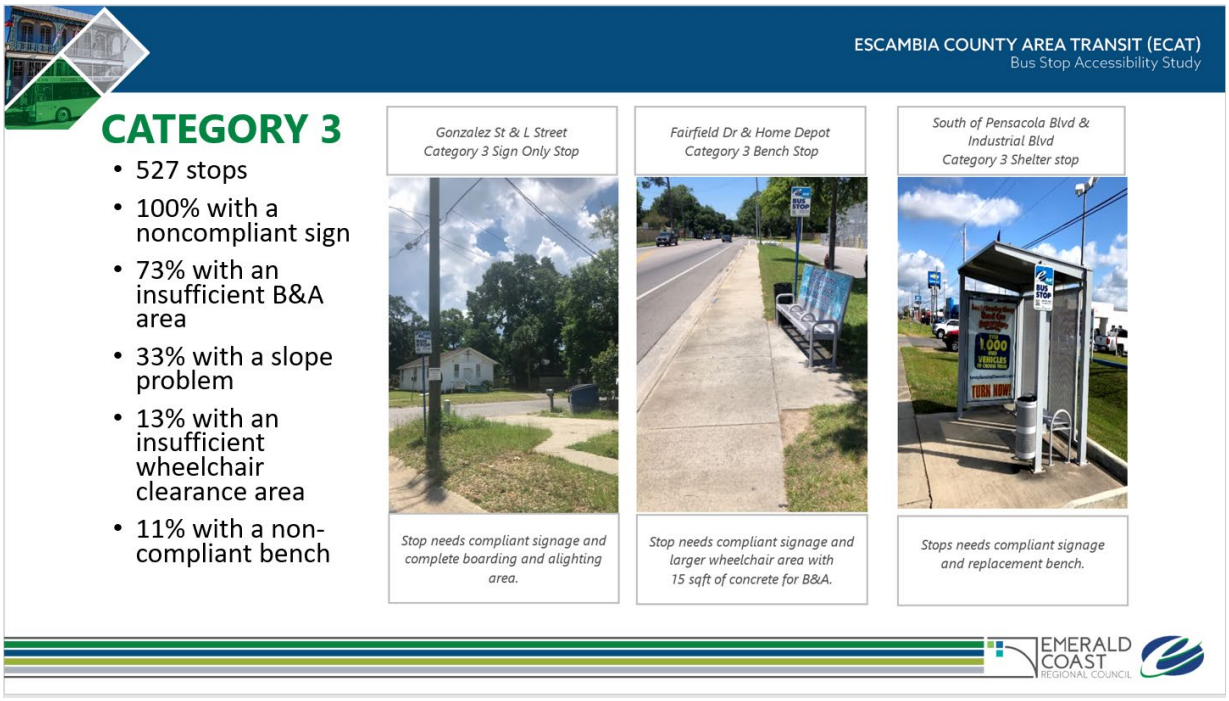
- Percent of jobs and housing located within one-half (1/2) mile of transit service
- Percent of household income spent on housing and transportation
- Percent of workforce living within a thirty (30) minute or less commute from primary job centers
- Percent of non-transit (5310, etc.) transportation projects dedicated to enhancing accessibility of existing transportation systems
- Percent of non-transit (5310, etc.) transportation projects where more than one federal funding source is utilized
- Percent of housing located in walkable neighborhoods with mixed use destinations located nearby.

As these Livability Indicators integrate with the CMP and this Long-Range Transportation Plan, the TPO will use these Livability Principles with the Federal Performance Measures data, the FDOT Source Book, data available for University of Florida Bureau of Economic and Business Research and University of Alabama's Center for Business and Economic Research, and possibly additional data sources to develop Livability Indicators for a tool to consider in developing future Long-Range Transportation Plan Goals and Objectives.

6.4.6 Americans with Disabilities Act

When a project advances into the planning phases, the implementing agency has the responsibility to complete the design in accordance with applicable regulations including the Americans with Disabilities Act (ADA). However, at a planning level, FL-AL TPO has been assisting local governments and agencies with ADA compliance. For example, the FL-AL TPO and Escambia County Area Transit (ECAT) to develop an ADA Bus Stop Accessibility plan (September 2019). Contained in the report are the regulations pertaining to accessibility compliance at bus stops, research methodology, summary statistics on accessibility compliance, recommendations for how to fix incompliant bus stops, and cost estimates for the changes needed to bring the system into compliance. The study identified issues into Category bins to help ECAT manage the recommendations, where Category 1 represented a fully-ADA compliant bus stop, and a Category 6 represented one or more problems that would require additional right-of-way to solve. The majority of the stops (88%) had at least one or two ADA issues (Category 2 and 3) that could be readily resolved, such as a non-compliant sign or bench, or non-compliant boarding and alighting area, slope, or other clearance issue. ECAT is currently working to implement the recommendations of the report. **Figure 44** shows representative Category 3 issues (two or more issues) with non-compliant signs and/or benches.

Figure 44. ECAT ADA Study Representative Findings



6.4.7 Multi Modal Feasibility

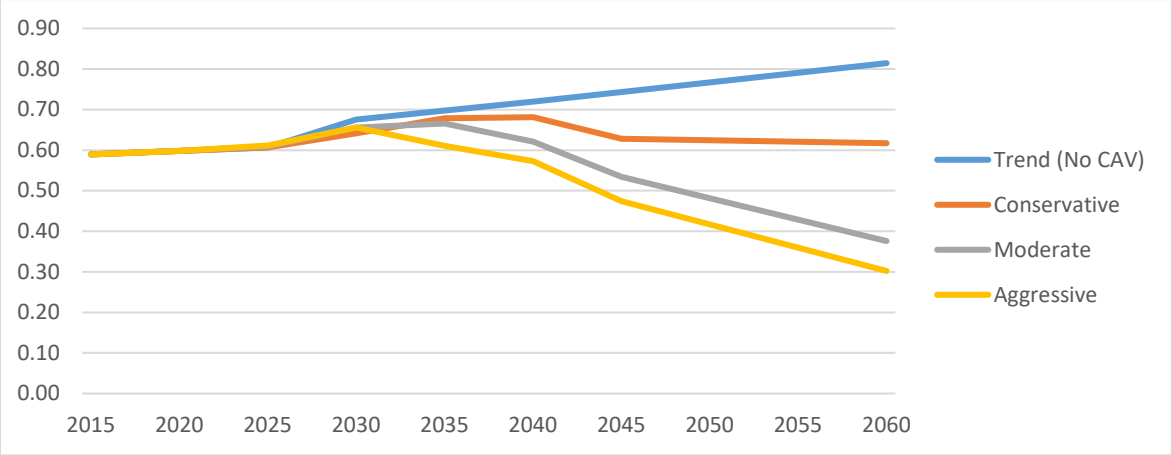
In development of this Long-Range Transportation Plan, the FL-AL TPO has considered both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The Strategic Intermodal System (SIS) network of projects addresses linkages between surface transportation and other modes such as the Port of Pensacola and connection to the Airport and military facilities. SIS projects are included in the Needs Plan to address these linkages. Outside of the SIS network, additional projects were incorporated through Steering Committee involvement to address more localized improvements. Where improvements for turn lanes and other Transportation System Management (TSM) options were more appropriate, FL-AL TPO staff coordinated with Steering Committee members to make recommendations for other ways to realize the requested improvements if the project could not be incorporated into this Long-Range Transportation Plan. In addition, this Long-Range Transportation Plan Needs Plan incorporates transit projects and bicycle / pedestrian projects, and corridor management projects.

6.4.8 Mobility on Demand / Emerging Technology

Emerging technology is a focus of the ECRC Seven-Layer Cake projects which have been added to this LRTP as new category of projects. The intent of this grouping of projects is to leverage technology to achieve reductions in crashes and improve safety.

FDOT conducted analysis across three scenarios (conservative, moderate, and aggressive adoption) to analyze the mobility impacts of connected vehicles (CV) on the Strategic Intermodal System (SIS) network. Following continued trends (no CV adoption), the Volume / Capacity ratio will trend from 0.6 to 0.8 in the coming decades. With aggressive CV adoption, the Volume / Capacity ratio is projected to be cut in half, to 0.3, as shown in **Figure 45**.

Figure 45. Potential Impact of Connected Vehicles on Capacity



In development of the draft Needs Plan, discussion was brought to the Steering Committee to include projects for electric vehicle charging stations. Two locations are identified in the ECRC Smart Regions Plan that were incorporated into the 2050 Needs Plan. However, sufficient funding and priority did not elevate these Needs to Cost-Feasible.

Within the FL-AL TPO, implementation of the Advanced Transportation Management System (ATMS) remains a top priority. The importance of interlocal government coordination has been emphasized by the ECRC which led an effort to establish a Memorandum of Agreement among the local governments: FL-AL TPO as the Lead Agency, together with Escambia County, Santa Rosa County, Pensacola, Milton, and Gulf Breeze as Participating Agencies. The new Regional Transportation Management Center completed groundbreaking in the Fall of 2025 and is prominently featured on the cover of this LRTP. Construction of the new Regional Transportation Management Center is anticipated to begin in Winter 2025 with an 18-month completion date.

As a Transportation System Management and Operations (TSM&O) project, ATMS implementation is a prime example of how non-capacity projects improve the overall transportation network. The Federal Highway Administration estimates ATMS benefits include: 25% travel delay reduction, 30% incident duration reduction, and over 12% crash reduction, with an overall 17:1 benefit-cost ration based on reduction in delay and the cost for operations and maintenance. Implementation of the ATMS system is also directly linked to the overall strategy of preparing the FL-AL TPO transportation network for future technologies discussed above.

The need for additional electric vehicle charging is being studied in conjunction with evacuation routes under the Florida Department of Agriculture and Consumer Services (FDACS), Office of Energy, in partnership with the Clean Cities Coalition, as the Florida Electric Vehicle Roadmap (FEVR) project.[22] The following statements are referenced from that report:

- *There are approximately 186 publicly accessible high-speed chargers in Florida from a variety of providers, and Tesla currently has 327 fast chargers in the state. The ratio of Tesla vehicles to fast chargers is 96 vehicles per fast charger, the ratio of all other EV vehicles in the state to publicly available fast chargers is 138 vehicles per charging station.*
- *Currently there is little infrastructure in the interior of the state to support evacuation significant portions of I-75, and I-10 in the panhandle have very little fast charging.*
- *There are over 60,000 light-duty EVs registered in Florida, and most of them are within a few miles from one of our coasts. The light-duty EV population grew by an average of 1600 vehicles per month in 2019, an adoption rate 32 percent higher than 2018, and more than four times the monthly adoption rate of 2017; the rate of adoption will continue to increase, bringing more urgency to addressing these issues. The acceptance and growth of electric vehicles continues to accelerate in Florida, and reliable, high-speed EV charging facilities are needed to support the evacuation of owners during an emergency.*

There are currently limited locations within the FL-AL TPO area to accommodate electric vehicle charging. However, options along I-10 are needed. As presented in the FDOT *Electric Vehicle (EV) Infrastructure Master Plan Status Report* (December 2020),[23] opportunities exist for more Tesla and electric vehicle charging stations within the FL-AL TPO. The Florida Department of Environmental Protection (FDEP) periodically offers local governments competitive grant funding to electric vehicle charging infrastructure focusing on I-10, I-95, I-75, and I-4. **Figure 46** shows locations of known electric vehicle charging stations for Tesla connectors. Locations have increased since the 2045 LRTP. Data is from the US Department of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuels Data Center.[24] **Figure 47** shows location of known electric vehicle charging stations *for all types of connectors* showing more options within the FL-AL TPO area, but these are typically individual spaces located at hotels or places of business, and are generally not suitable for accommodating a growing electric vehicle charging infrastructure. Both maps indicate a need for additional stations along the I-10 corridor, as shown in **Figure 48** from the FDOT *EV Infrastructure Master Plan Status Report* (December 2020). Additional consideration should also be provided to electric vehicle charging for trucks.

[22] Florida Electric Vehicle Roadmap (fdacs.gov): https://www.fdacs.gov/content/download/93808/file/Emergency-Evacuation-of-Florida-EVs-Interim-Report.pdf

[23] https://www.fdot.gov/planning/fto/ev

[24] Alternative Fuels Data Center: Alternative Fueling Station Locator (energy.gov): https://afdc.energy.gov/stations/#/find/nearest?location=pensacola,%20flroida%20&fuel=ELEC&ev_levels=all

Figure 46. Electric Vehicle Charging Locations (Tesla Connectors)

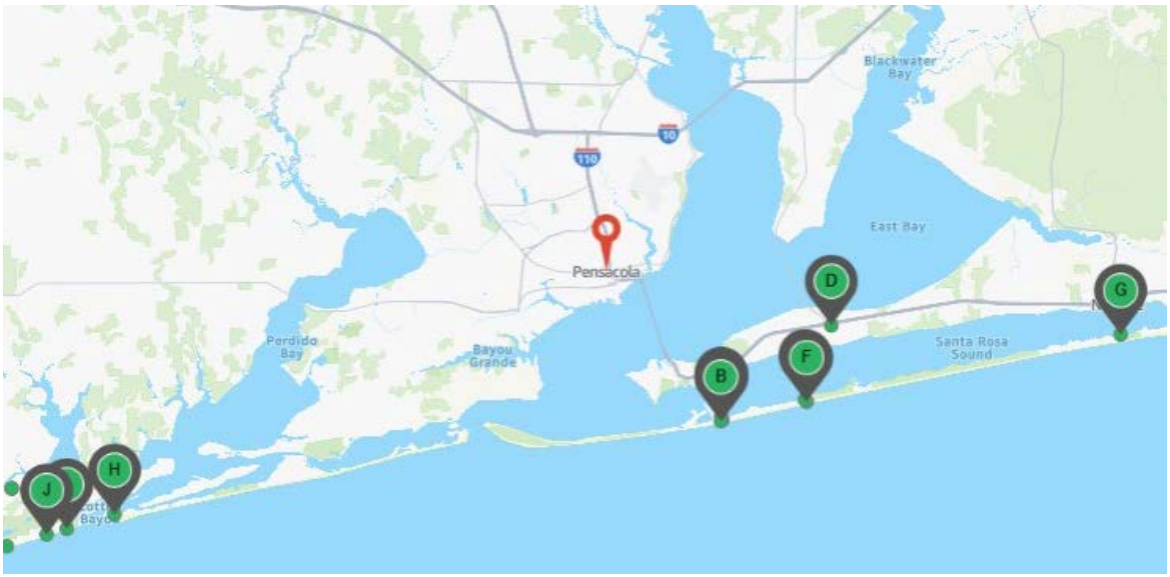


Figure 47. Electric Vehicle Charging Locations (All Other Connectors)

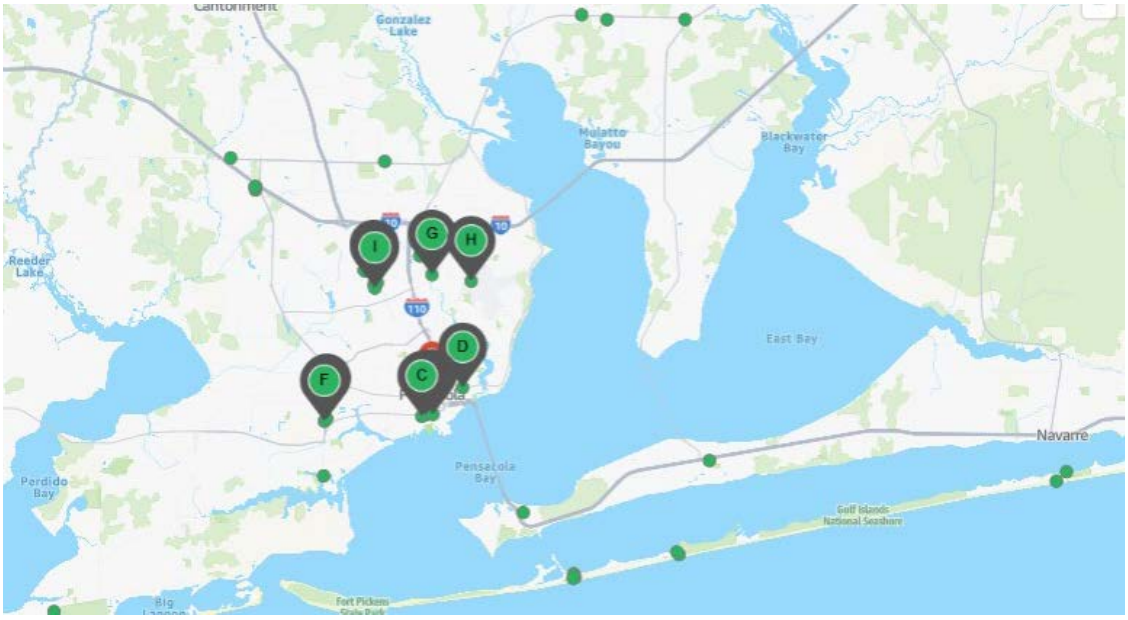
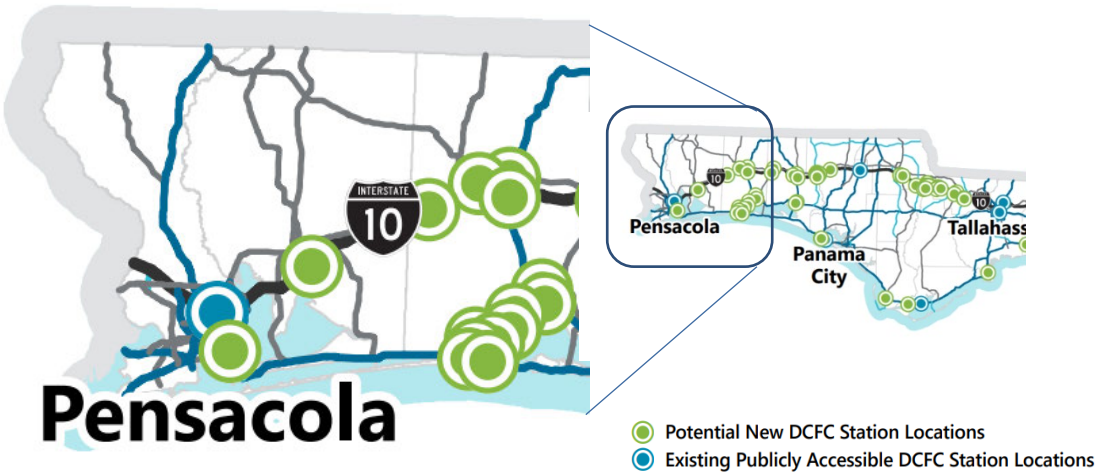


Figure 48. Potential Locations for Direct Current Fast Charging (DCFC) Stations



In addition to the ATMS implementation and future development of the electric vehicle charging network discussed above, there are other actions shown in **Figure 49** which can be considered to prepare for incorporating emerging technology, as prepared by the FDOT Office of Policy Planning, *Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles* (September 2018).

Figure 49. ACES Supportive Projects



The FDOT Office of Policy Planning has provided additional guidance in *Addressing Automated, Connected, Electric, and Shared-Use Vehicle Impacts in Planning Documents* (August 2020). Recommendations are made for the following categories: Automated Vehicle Planning, Connected Vehicle Planning, Electric Vehicle Planning, and Shared-Use Vehicle Planning. The summary recommendations are listed in **Table 35** and incorporated into this Long-Range Transportation Plan for the FL-AL TPO as policy to guide local governments and the ECRC.

Table 35. Recommendations to Embrace Emerging Technologies

Category	Best Practice Recommendation
Automated Vehicles	Establish an interagency AV Working Group to address anticipated AV needs for the region.
	Collect an inventory of curb usage (freight, resident, parking meter, etc.) to prepare for likely increases in pick up/drop off needs.
	Examine current funding sources used for transportation, because AVs will likely reduce gas tax collections and potential parking or traffic violation revenues that are applied to transportation infrastructure or transit operations.
	Identify transportation underserved areas, why there are challenges, and how AVs may be a part of the solution to improving equitable mobility in these underserved areas.
	Develop an EV charging plan that contemplates the needs of AV as the market matures.
	Introduce pilot projects to familiarize the public with AV capabilities.
	Analyze regional workforce components as driver-focused services such as taxi drivers, delivery drivers, etc., may have less demand, while also examining the local educational and training needs of the future AV enabled workforce.
	Initiate a communication and public outreach or education plan specific to AV.
	Develop a regional data plan that considers how the data will be collected and used, who has access to parts or all of the data, how often it is updated and verified, how it can be secured, and how privacy concerns can be addressed.
Connected Vehicles	Develop and communicate an institutionalized framework.
	Prioritize and allocate funding.
	Create a unified message and awareness as well as provide opportunities for preparing current and future workforce.
	Foster economic development and leveraging relations with industries, universities, and others.
	Create a framework for consistent infrastructure preparedness, including general facility design, software updates, and hardware upgrades.
	Create a statewide CAV-ready environment for deployment of infrastructure and meeting any identified needs
	Move from planning to full-scale CAV deployment and implementation using various applications to achieve safety, mobility, and economic goals.
	Initiate a communication and public outreach or education plan specific to AV.
	Develop a regional data plan that considers how the data will be collected and used, who has access to parts or all of the data, how often it is updated and verified, how it can be secured, and how privacy concerns can be addressed.
Electric Vehicles	Facilitate training of first responders in the proper treatment of EVs involved in crashes, floods, and other emergencies.
	Facilitate studies of regional electric power generation and transmission grid capacity, regional EV charging needs, role of renewable energy and emerging energy storage technologies in addressing gaps, and public charging infrastructure needs.
	Broker partnerships between transportation agencies, electric utilities, fleet operators, and other stakeholders to leverage transportation and other funding programs to address EV charging infrastructure gaps.
	Develop funding programs to convert municipal motor pool, maintenance vehicles, school buses, and other fleets to EVs, including financing approaches based on life cycle cost savings, in partnership with utilities and clean energy agencies.
	Facilitate studies and funding partnerships to convert transit systems to electric buses and vans, potentially in combination with automation and bus rapid transit features.
	Build on VMT fees or other alternatives to motor fuel taxes as federal and state mandated revenue collection mechanisms are introduced to preserve revenue streams for maintenance and operations.
	Designate a regional EV charging coordinator to manage public education programs, coordinate

Category	Best Practice Recommendation
Electric Vehicles (continued)	with municipalities and fleet operators on charging infrastructure buildout and fleet conversions, and manage funding programs.
	Develop model zoning ordinances, permitting processes, parking requirements, and other regulations to help municipalities remove barriers to charging infrastructure installation.
	Convene member local governments to establish timelines and incentives to shift taxi, ridesharing, and local delivery fleets to EVs, such as reduced or waived license fees, curb access fees, and congestion charges.
	Consider center city bans of internal combustion engine powered vehicles in combination with provision of adequate charging infrastructure and transit options.
	Define and implement variable VMT pricing to manage congestion, encourage equitable ridesharing service delivery in low-income neighborhoods, and achieve other local policy goals can improve both transportation system performance and equity.
	Provide technical assistance in the conversion of private fleets and provision of associated EV charging facilities, including support for securing federal grants or other public funding as appropriate, to private fleet operators, including major employers, trucking companies, logistics firms, utilities, and other partners.
	Develop low-income EV purchase and carsharing programs to expand the benefits of lower cost electric mobility to households that have difficulty financing a new vehicle. Coordinate with VMT fee waivers or other pricing policies for essential workers or low-income communities to address equity issues as appropriate.
	Conduct or support studies to coordinate introduction of on-street charging infrastructure with recovery of street space for other uses as AV adoption reduces parking demand.
	Work with municipalities to establish timelines and incentives for conversion of taxi, rideshare, and local delivery fleets to EVs.
Shared-Use Vehicles	Evaluate origin-destination patterns for shared-use vehicles such as bikes or scooters, planning agencies may determine that revised typical sections may be appropriate to allow for, or encourage, more shared-use utilization derived from typicals that provide physical separation from other traffic.
	Evaluate where shared-use vehicles can help provide affordable mobility options for transportation underserved areas in an effort to improve neighborhood connectivity.
	Develop an effective shared-use vehicle plan to focus on mobility of people rather than vehicles.

As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guideways, clear signage, well-maintained roadways, and curb adjustments for ADA considerations. These changes will improve the safety and efficiency of autonomous vehicles. Safety standards will need to be established and monitored for personal and cyber security. Coordination between transit agencies and MPOs is essential for efficient adoption. Autonomous transit will allow for increased transit ridership leading to a reduction in parking demand and higher density in urban centers. Coordination between land use planning and transportation planning will be necessary as these changes occur.

6.4.9 Tourism

Tourism considerations were incorporated through reviewing state and local planning documents to incorporate tourism needs in development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to establishing tourism development as part of the transportation network: City of Orange Beach Community Preservation and Growth Management Plan, Comprehensive Economic Development Strategy, Florida Greenways and Trails System Plan, South Santa Rosa Bicycle-Pedestrian Plan, Pensacola Beach Master Plan, and Milton / Bagdad Riverfront Master Plan. In response, Objective E.4 and F.2 were specifically modified to incorporate ecotourism such as Trail Town designation by the FDEP Office of Greenways and Trails. In addition, a representation of the Steering Committee included the Pensacola International Airport. Projects that directly relate to travel and tourism that are incorporated in the Needs Plan include:

- Multiple SUNTrail Unfunded Network Gaps, including FDEP Office of Greenways and Trails system plan trail gaps
- Pensacola Beach Roundabouts on SR 399 (Via de Luna Dr.) and Fort Pickens Rd. & Casino Beach access road
- SR 399 (Gulf Boulevard) from Navarre Bridge to Gulf Islands National Seashore boundary
- CR 191 (Munson Highway) from Milton to the TPO Boundary (leading to Blackwater River State Forest)
- SR 87 to TPO Boundary and State Line (connecting through Blackwater River State Forest).

Many of the Strategic Intermodal System (SIS) projects can also be considered as linking tourism needs to the transportation network as the projects provide regional linkage for out-of-state visitors along I-10 and US 98.

6.4.10 Natural Disaster Risk Reduction and Resiliency

Natural disaster risk reduction considerations were incorporated through reviewing state and local planning documents to incorporate risk reduction needs development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to consideration of natural disaster risk reduction in transportation planning: Florida Transportation Plan, Alabama Strategic Highway Safety Plan, Comprehensive Economic Development Strategy, and the local Comprehensive Plans. In response, Objective A.3 was revised to focus on a resilient and sustainable transportation system. Representation on the Steering Committee included local government planning officials to help identify needs for transportation facilities to mitigate risks from natural disasters. Needs Plan projects were considered in relationship to the Coastal High Hazard areas and evacuation zones to help local government planners understand linkages and vulnerabilities and incorporating resiliency planning into the Long-Range Plan. The following projects directly address risk reduction and resiliency by improving evacuation corridors in coastal high hazard areas and improving linkages to the military installations critical to the region's economic stability and growth:

- Pensacola Beach Roundabouts on SR 399 (Via de Luna Drive) and Fort Pickens Road & Casino Beach access road, improving traffic flow to move on the barrier island
- Complete Streets projects on Pensacola Beach and Navarre Beach
- Express transit routes connecting Escambia and Santa Rosa Counties
- SR 292 (Sorrento Road / Gulf Beach Highway), multiple segments
- SR 173 (Blue Angel Parkway); multiple segments, direct access to Naval Air Station Pensacola
- SR 298 and US 98 (Lillian Highway); multiple segments including bridge over Perdido Bay to Alabama

- US 90; multiple segments, connecting AL to Escambia County, to Santa Rosa County providing alternate east-west corridor to I-10 and US 98
- US 29 Connector / Quintette Road; multiple segments, providing northern route connecting Escambia County growth intense area to Santa Rosa County without reliance on US 90 or I-10.
- US 98; multiple segments, providing alternate east-west connection in Santa Rosa County to Eglin Air Force Base and coastal communities
- I-10 capacity improvements
- SR 87; multiple segments, providing alternate route around Milton and the Blackwater River to NAS Whiting Field
- US 29; multiple segments, providing north-south connection through Escambia County to state line
- SR 87; multiple segments, providing north-south connection through Santa Rosa County to state line.

In response to planning for resiliency and climate change as a prior emerging issue by FHWA in 2012, the City of Pensacola completed a *Climate Action Recommendations* task force report (2018), with a Vulnerability Assessment as further discussed in Section 1 of this LRTP.

Transportation recommendations in that report include policy development for land use decisions and greenhouse gas reductions and the need to "***Adopt a policy that discourages expansion of roadways that add more lanes to grow capacity. Focus on the maintenance and the improvements of "vital streets" or existing roads where appropriate. Evaluate the adoption of a complete streets concept.***" In addition, the City intends to create code that supports more bicycle and pedestrian-friendly infrastructure.

In support of implementing the recommendations of the Climate Action Plan, City of Pensacola representatives on the Steering Committee requested no new Capacity projects within the City Limits during the development of the 2045 LRTP and carried over for this 2050 LRTP. This request has largely been incorporated except where Strategic Intermodal System (SIS) facility improvements are identified. Corridor / Complete Streets studies and projects have been identified, along with incorporation of the bicycle / pedestrian projects.

7 Cost Feasible Plan

7.1 Introduction

The final step of the 2050 LRTP is the development of the Cost Feasible Plan. The cost to implement all the mobility projects needed by 2050 far exceeds the anticipated revenues for the TPO. As a result, the Needs Plan was reduced with the goal of a Cost Feasible Plan that is consistent with state and federal regulations and meets the needs of the public, stakeholders, and the TPO Board. The development of the Cost Feasible Plan for the Florida-Alabama TPO required an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. The purpose of this Cost Feasible Plan is to demonstrate how the adopted transportation plan can be implemented while matching the public and private financial resources reasonably expected to be available to implement the cost feasible plan. This purpose is consistent with federal and state requirements for the development of LRTPs, which requires that transportation plans developed for urban areas be financially constrained, and that the Cost Feasible Plan be in "Year of Expenditure" (YOE) dollars.

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

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

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

7.2 Development of Cost Feasible Plan

The Cost Feasible Plan is revenue constrained and includes federal, state, and local revenue projections. The adopted 2050 Needs Plan is the starting point of the 2050 Cost Feasible Plan. Four revenue sources were considered for the 2050 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 2050 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 process and development and is discussed in Section 4 of this report. 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 discussed in the sections below.

7.2.1 Current TIP

Development of the Cost Feasible Plan includes projects in the Current TIP and considered both FY25-29 and FY26-30 (**Table 36, Figure 50**). These projects were presented to the Steering Committees 9 and 10, and summarized for the public meetings, and TPO adoption.

7.2.2 Scenario 1: SIS Projects

Development of the Cost Feasible Plan includes projects in the three adopted SIS Plans (**Table 37, Figure 51**). These projects were presented to the Steering Committees 9 and 10, and summarized for the public meetings, and TPO adoption. The following SIS Plans were reviewed and projects incorporated.

- **Adopted Five-Year Plan (July 2024)**
  - "First Five-Year Plan"
  - FY 2024/20**25** – 2028/20**29**
  - (FY 25-29)



- **Approved Second Five-Year Plan (July 2024)**
  - "Second Five-Year Plan"
  - FY 2029/20**30** – 2033/20**34**
  - (FY 30-34)



- **Long Range Cost Feasible Plan (July 2024)**
  - FY 2034/2035 – 2039/2040 (FY **35**-40)
  - FY 2040/2041 – 2044/2045 (FY 41-45)
  - FY 2045/2046 – 2049/2050 (FY 46-**50**)

Table 36. Projects in Current TIP

TPO Priority Rank	Needs Plan ID	Project Name	From	To	Improvement	County	PD&E	Design (PE)	R/W	CST / CEI	Notes
TIP Section 2: Capacity											
--	[505]	SR 180 (Canal Rd Bypass) 100075084, 100075085, 100075086	SR 180	SR 161	Intersection Improvement	Baldwin	Complete	$1.1M (FY 25) Utilities	$3.1M (FY25)	$9.3M (FY26)	AL Project
--	[307]	SR 180 (Canal Rd) 100076978 100076979 100076980	Beaver Creek Lane	Foley Beach Express	5-Lane Capacity	Baldwin	Complete	$255K (FY26) Utilities	$212K (FY26)	$3.1M (FY26)	AL Project
--	[515]	SR 30 (US 98) 2204401	Bayshore Rd	Portside Dr.	Widen to 6 Lanes	SRC	Complete	Complete	$760K (FY25)	Underway	SIS; Incl. Federal Funds
--	[509]	SR 8 (I-10) at SR 95 (US 29) 2224761			Interchange Reconstruction	ESC	Complete	Complete	$4.6M (FY25)	Underway	SIS; Incl. Federal Funds
9 (SIS)	[285]	SR 8 (I-10) 4130628	E. of SR 87	Miller Bluff Rd	Widen to 6 Lanes	SRC	Complete	$4.95M (FY27)	--	--	SIS; Federal Funds
3 (SIS)	[293]	SR 173 South Blue Angel Parkway 4210121	SR 292 Sorrento Rd	SR 30 (US 98)	Widen to 4 Lanes	ESC	Complete	Complete	$2.9M (FY 25)	--	SIS Military Access Facility; Local Funds ESC Co; Incl. Federal Funds
--	[806]	SR 8 (I-10) at SR 99 Beulah Road Interchange 4331131			New Interchange	ESC	Complete	Complete	$2.8M (FY 25)	$280.7M (FY 27)	SIS; Moving FL Forward; Incl. Federal Funds
1 (SIS)	[807]	SR 8 (I-10) 4379052	E. of Weigh Station	E. of SR 10 (US 90A) Nine Mile Rd	Widen to 6 Lanes and New Interchange at Nine Mile Road	ESC	Complete	$5.5M (FY 25)	$815K (FY27)	$267.5M (FY30)	SIS; Moving FL Forward, Incl. Federal Funds
4 (Non-SIS); 2 (SIS)	[808]	SR 8 (I-10) 4379053 SIS	E. of SR 10 (US 90A) Nine Mile Rd	W. of SR 95 (US 29)	Widen to 6 Lanes and New Interchange at Pine Forest Road	ESC	Complete	$7.7M (FY 25)	--	--	Incl. Federal Funds; 4379054 provides TSM WB Ramp

Table 36. Projects in Current TIP

TPO Priority Rank	Needs Plan ID	Project Name	From	To	Improvement	County	PD&E	Design (PE)	R/W	CST / CEI	Notes
											Extension at $2.2M (FY 25)
	[71] [400]	W. Main St 4409041	Barrancas Ave	S. Clubbs St	Sidewalk	ESC	--	Complete	--	$2.5M (FY 27)	Federal Funds
--	[404]	SR 10 (US 90) Cervantes St 4553521	CR 453 W Street	Bayou Texar Bridge	Corridor Study	ESC	$4.9M (FY 25)		--	--	FY 25 Raise Grant/TIGR Federal Grant Award
--	[813]	CR 184 Quintette Rd 4553191	CR 95A Intersection		Intersection Improvement	ESC	--	--	Donated	$2.1M (FY 26)	Incl Local funding
10 (SIS)	[287]	SR 30 (US 98) (Gulf Breeze Parkway) 2204268 SIS	Baybridge Dr	Bayshore Rd	SR 399 / US 98 Interchange and Access Mgmt.	SRC	$2.3M (FY 26)	--	--	--	Costs TBD after PD&E.
TIP Section 3: Bike / Pedestrian											
--	[135]	E. Johnson Ave 4466631	W. of Chemstrand Rd	Cody Ln / Johnson Ave	Sidewalks	ESC	--	--	--	$1.4M (FY 26)	Federal Funds
--	[73]	SR 292 Sorrento Rd 4508142	CR 293 Bauer Rd	CR 292A Gulf Beach Hwy	Pave Shoulders	ESC	--	Complete	--	$3.9M (FY 25)	Special Legislative Project
1 (SUN Trail)	[74]	SR 196 Bayfront Parkway (Downtown Waterfront Connector Trail Phase 1) 4534761	S. Alcaniz St.	14th Ave	SUNTrail Shared-Use Path	ESC	--	Underway	--	$7.5M (FY27)	SUNTrail

Table 36. Projects in Current TIP

TPO Priority Rank	Needs Plan ID	Project Name	From	To	Improvement	County	PD&E	Design (PE)	R/W	CST / CEI	Notes
--	[150]	AL SR 182 (Perdido Beach Blvd) 100079735	Orange Beach City Limits	MP 9.85	Ped / Bike Safety	Baldwin	--	--	--	$1.2M (FY 26)	
3 (SUN Trail	[141]	SR 30 (US 98) Gulf Breeze Parkway Soundview SUNTrail 4554132	Shoreline Drive	Bob Sikes Bridge	SUNTrail	SR	Underway	$962K (FY 28)	TBD	TBD	
TIP Section 4: Transportation Alternatives											
--	[75]	Legion Field Park and Global Learning Academy 4499171	Sidewalk connectivity L Street from Cervantes Street to Gregory Street; Gregory Street from I Street to Pace Boulevard; Wright Street from Pace Boulevard to P Street.			ESC	--	--	--	$1.7M (FY 26)	Federal Funds
--	[76]	N. Hayne St 4517241	E. Blount St	E. Jordan St	Multi-Use Path	ESC	--	--	--	$887K (FY 26)	Federal Funds
--	[77]	N. Hayne St 4517242	E. Cervantes St	E. Blount St	Multi-Use Path	ESC	--	--	--	$919K (FY 26)	Federal Funds
Prior 1 (TA)	[136]	SR 173 South Blue Angel Parkway 4536051	CR 292A Gulf Beach Hwy	SR 292 Sorrento Rd	Multi-Use Path	ESC	--	$880K (FY 25)	--	$2.3M (FY 27)	SIS Military Access Facility; incl Federal Funds
--	[139]	SR 298 Lillian Hwy 4552511	N. 65th Ave	N. 57th Ave	Sidewalks	ESC	--	$251K (FY 25)	--	$730K (FY 28)	
1 (TA)	[151]	E. Maxwell St 4552411	N. Hayne St	N. 12th Ave.	Sidewalks	ESC	--	$150K (FY 26)	--	$401K (FY 29)	TA Priority 1
--	[139]	SR 298 Lillian Hwy 4552511	N. 65th St	N. 57th St	Sidewalks	ESC	--	--	--	$731K (FY 28)	Federal Funds

Table 36. Projects in Current TIP

TPO Priority Rank	Needs Plan ID	Project Name	From	To	Improvement	County	PD&E	Design (PE)	R/W	CST / CEI	Notes
TIP Section 6: Miscellaneous [only RTMC / ATMS / ITS / SS4A Grant projects listed] TSM projects not listed.											
1A (Non-SIS)	[600]	Regional Traffic Management Center 4515241				ESC / SRC	--	Complete	--	$28.3M (FY 25 / 26)	#1 Non-SIS Priority
1B (Non-SIS)	[602]	Regional Traffic Management Center Operations 4125452				ESC / SRC	--	Complete	--	--	$2.4M Operations
1A (Non-SIS)	[658]	Fiber Install for Advanced Traffic Management System 4280586				ESC / SRC	--	--	--	$1.5M (FY 25)	
1A (Non-SIS)	[654]	FL-AL TPO ITS Fiber Deployment – Escambia County 4515242				ESC	--	$179K (FY 26)	--		
1A (Non-SIS)	[655]	FL-AL TPO ITS Fiber Deployment – Santa Rosa County 4515243				SRC	--	$358K (FY 26)	--		
--	[652]	ECRC ITS Safety Demonstration SS4A Grant Fairfield Drive and Pensacola Boulevard 4564131				ESC	--	--	--	$12.5M	FHWA Federal Grant Award

Figure 50. Projects in Current TIP

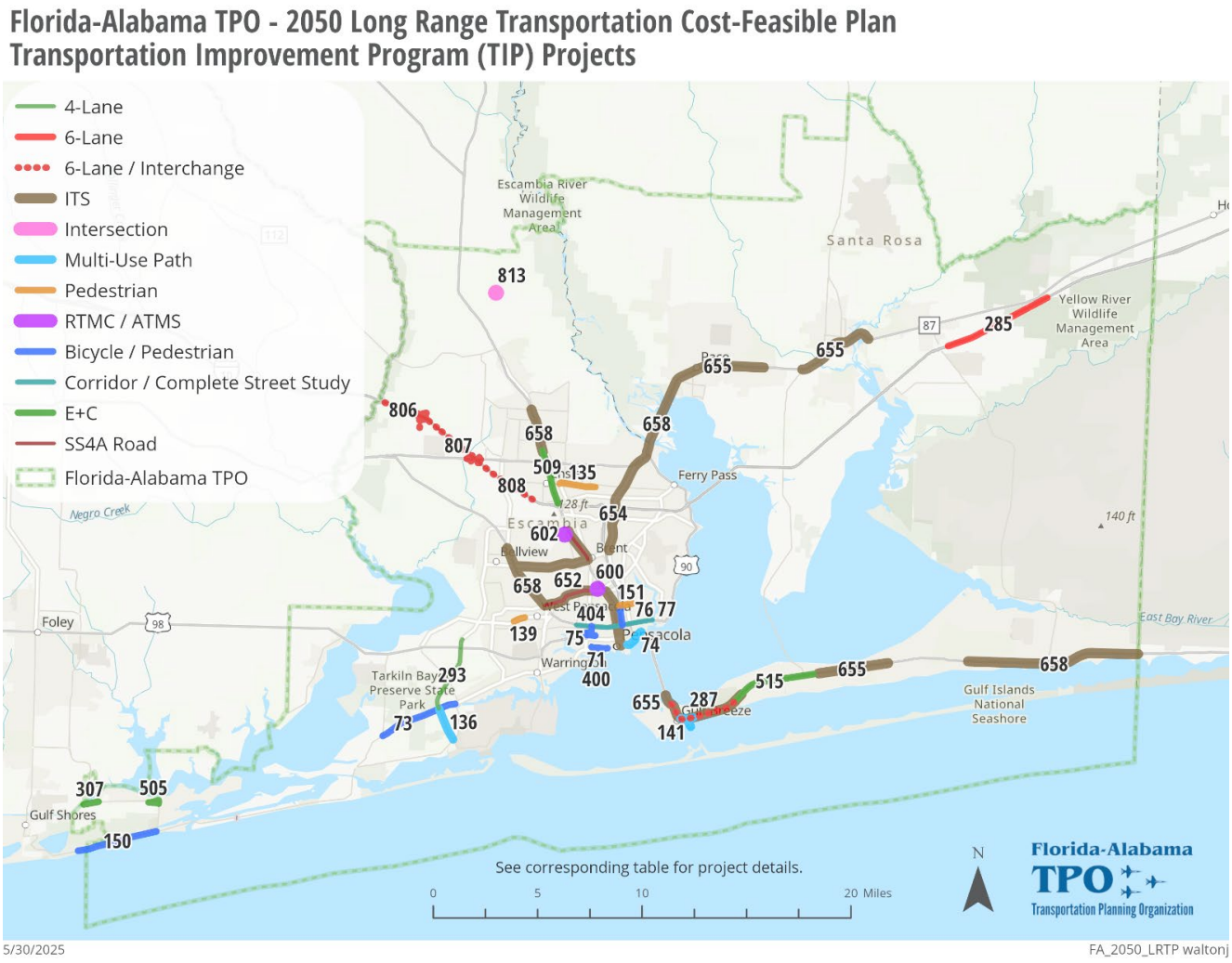


Table 37. 2050 Cost Feasible Plan SIS Projects

Map ID	TPO SIS Priority Rank	Needs Plan ID	Project Name	From	To	Improvement	County	PD&E	Design (PE)	R/W	CST+CEI	SIS Plans
1	N/A (funded)	[806]	**I-10 at SR 99 Beulah Road** Interchange 4331131			New Interchange and Widen I-10 to 6 Lanes	ESC	Funded $20K (FY25)	$1.4M (FY32) Funded $170K (FY25)	$2.8M (FY25)	$280M (FY27 TIP)[25]	1st and 2nd 5-Year Plans and Moving FL Forward
2	1	[807]	**I-10** 4379052	E. of EB Weigh Station	E. of Nine Mile Road	Widen I-10 to 6 Lanes & Nine Mile Road Interchange	ESC	complete	$5.5M (FY25)	$815K (FY26)	$267.5M (FY30 TIP)	1st and 2nd 5-Year Plans
3	2	[808, 809]	**I-10** 4379053 SIS project 3574	E. of Nine Mile Rd	W. of US 29	Widen I-10 to 6 Lanes and Pine Forest Road Interchange	ESC	complete	$7.7M (FY25)	$21.2M (FY31)	$254.2M (FY 41-45)	1st and 2nd 5-Year Plans, LRCFP
9	3	[293]	**SR 173** South Blue Angel Pkwy 4210121 SIS project 3912 Military Access Facility	Sorrento Rd	US 98	Widen to 4 lanes	ESC	complete	complete	$6.9M (FY25) (+ $3.2M Local Funds)	$151.6M (FY46-50)	1st 5-Year Plan, LRCFP
15	4	[291]	**US 98** 2204265 SIS project 3462	E. of Ortega St	Okaloosa County Line	Widen to 6 lanes	SRC	complete	$350K (FY25), $60K (FY35-40)	$43.4M	$50.4M	1st 5-Year Plan, LRCFP
14	5	[290]	**US 98** 2204266 SIS project 3564	E. of Ramble Bay Ln	E. of Ortega St	Widen to 6 lanes	SRC	complete	$13.8M (FY35-40)	$33.6M	$38.9M	LRCFP
12	6	[288]	**US 98** 2204263 SIS project 3490	Portside Rd	Bergren Rd	Widen to 6 lanes	SRC	complete	$4.9M (FY35-40)	$11M (FY46-50)	$79.6M	LRCFP
13	7	[289]	**US 98** 2204264 SIS project 3461	Bergren Rd	Ramble Bay Ln	Widen to 6 lanes	SRC	complete	$4.4M (FY35-40)	$54.4M	$63.2M	LRCFP
Not mapped	8, 9	[282]	**I-10** 4130624 (PD&E) SIS project 3319	SR 281 Avalon Blvd	Okaloosa County Line	Widen to 6 Lanes and Interchange Improvements at SR	SRC	Complete	PD&E Complete			1st and 2nd 5-Year Plans, LRCFP

[25] Funded at $274.9M (FY 27) Moving FL Forward, originally programmed in FY 31 SIS Plan

Table 37. 2050 Cost Feasible Plan SIS Projects

Map ID	TPO SIS Priority Rank	Needs Plan ID	Project Name	From	To	Improvement	County	PD&E	Design (PE)	R/W	CST+CEI	SIS Plans
5		[283]	4130626 SIS project 3319	-6: Avalon Blvd	Blackwater River	281, S. Garcon Point Rd, CR 89, and SR 87			$6.9M (FY32)	$1M (FY35-40)	$368.3M (FY46-50)	
6		[284]	4130627 SIS project 3318	-7: Blackwater River	E. of SR 87				$4.3M (FY32)	$500K (FY35-40)	$178.3M (FY41-45)	
7		[285]	4130628	-8: SR 87	Miller Bluff Road				$4.95M (FY27)	$1M (FY31)	$75.3M (FY33)	1st and 2nd 5-Year Plans
8		[286]	4130629	-9: Miller Bluff Road	Okaloosa County Line				$4.95M (FY 32)	$6.9M	$90M	2nd 5-Year Plan
11	10	[287]	**US 98** 2204268 SIS project 3916	E. of Pensacola Bay Bridge	E. of Bayshore Rd	US 98 / SR 399 Interchange	SRC	$2.3M (FY35-40) [funded in FY26 $2.3M]	$3.5M (FY41-45)	$51.1M	$65.3M	LRCFP
4	11	[299]	**SR 297** Pine Forest Rd 4410562	I-10	Pine Forest Drive [SIS plan shows to Nine Mile]	Widen to 6 Lanes (South of I-10)	ESC	$620K (FY25)	Underway	$112.9M [funded in Non-SIS 272, 273]	$37.5M	1st 5-Year Plan
10	none	[294]	**SR 173** North Blue Angel Pkwy 4210123 (PD&E) Military Access Facility	US 98	SR 297 Pine Forest Rd	Widen to 4 Lanes	ESC	Underway	PD&E Underway, future phases not yet funded			1st 5-Year (PD&E only), SIS Unfunded Needs Plan
		[295]	4210124	US 98	Kennedy Dr				$3.1M	$3.7 M	$78.3 M	

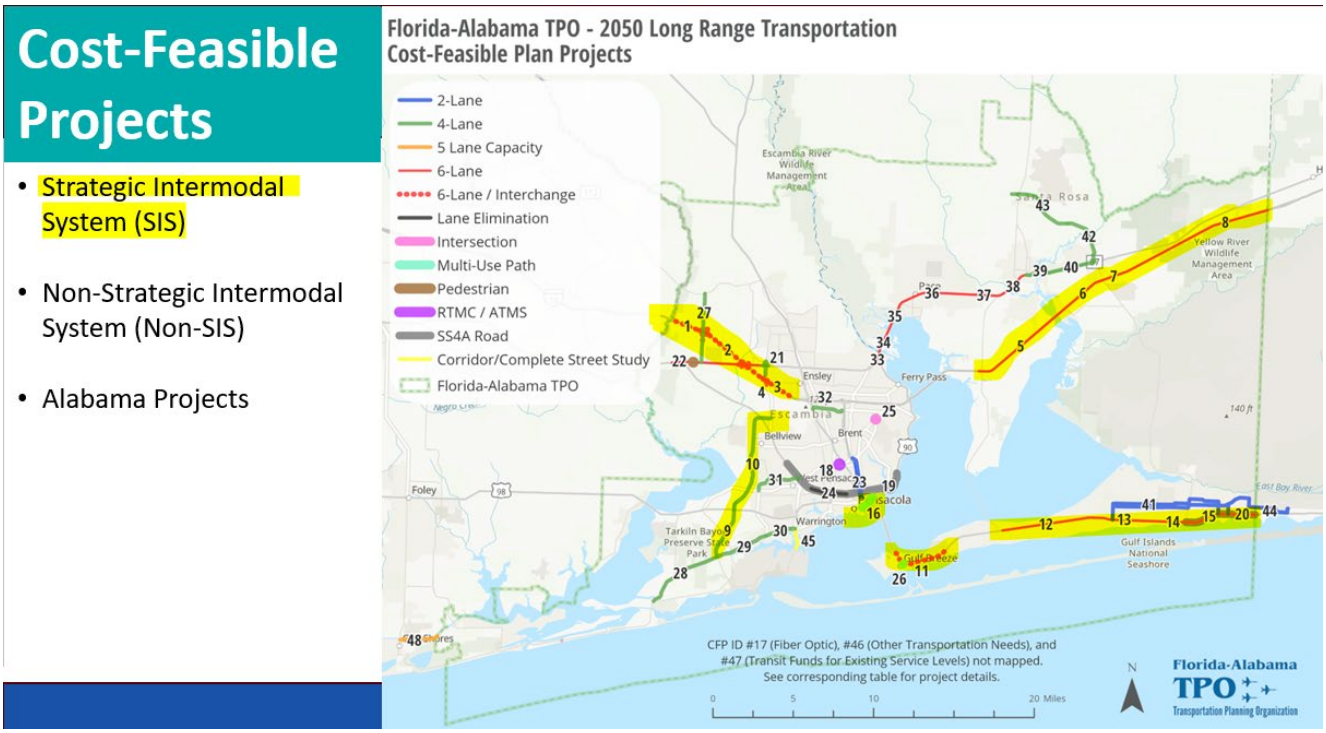
Table 37. 2050 Cost Feasible Plan SIS Projects

Map ID	TPO SIS Priority Rank	Needs Plan ID	Project Name	From	To	Improvement	County	PD&E	Design (PE)	R/W	CST+CEI	SIS Plans
		[296]	4210125	Kennedy Dr	CR 296 Saufley Field Dr				$3.5 M	$31.5 M	$66.4 M	
		[297]	4210126	CR 296 Saufley Field Dr	SR 10 (US 90)				$3.5 M	$35.7 M	$76.1 M	
		[298]	4210127	SR 10 (US 90)	SR 297 Pine Forest Rd				$2.8 M	$23.6 M	$33.3 M	

Subtotals (from SIS Plans)	PD&E	Design (PE)	R/W	CST
	$2.5M	$63.6M	$49.7M	$1.47B
Total PD&E & Design (from SIS Plans)	$66.1M		--	
Total R/W and CST (from SIS Plans)	--		$1.52B	
Total SIS Plan Funding (SIS First Five-Year Plan, SIS Second Five-Year Plan, SIS LRTP CFP) Year of Expenditure (YOE)	**$1,587,770,000 $1.59B**			

Capacity Programs	Time Periods (Fiscal Years) $ in Millions in Year of Expenditure (YOE)					
	2025	2026-2030	2031-2035	2036-2040	2041-2050	27-Year Total
SIS [from SIS Plans]	$31.23	$448.23	$113.73	$27.76	$966.81	$1,587.77

Figure 51. 2050 SIS Projects



Data for the SIS projects were based on the current plans at time of development which were the July 2024 versions. Project costs (PDC) were used and elevated to YOE in development of the Cost-Feasible Plan. The Needs Plan considered an additional 15% CEI in addition to the SIS Plan Construction costs, however, the Cost Feasible Plan relied on just the SIS Construction estimates as the SIS plans incorporate both Construction and CEI into the one construction cost.

7.2.3 Scenario 2A: Non-SIS Projects

The development of the Non-SIS Projects derives from the FY27-31 Priorities adopted May 14, 2025. Non-SIS Priority projects were placed on a worksheet and balanced against available funding to determine how many of the priorities could be funded. Consideration was given to both PD&E and Design phase funding, and right-of-way and construction funding. The adopted priority rank was followed to fund project phases with available revenue. These were first reviewed in Steering Committee 8, and later modified in Steering Committees 9 and 10, public meetings, and considered at TPO adoption. Scenario 2A (Non-SIS Priorities) is shown in **Table 38**, and **Figure 52** (mapped by Needs Plan ID as presented at Steering Committee 9).

Table 38. Scenario 2A: Non-SIS Priorities

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
1A	n/a	Regional ITS Plan Projects and Regional Traffic Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655] 4515241 [600] funded $5.7M in FY 26; 4515242 [654] in FY26 at $179K for ESC; 4515243 [655] in FY26 at $357K for SRC. **For LRTP, assumes $700K/yr x 19 years (fiber optic)**			ITS / RTMC / Fiber Optic Technology	Multi	NA	NA	$13,300,000
1B	n/a	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601] Funded at $2.4M FY26-30. **For LRTP, assumes $1M / year for 19 years**			ATMS / RTMC Operations	Multi	NA	NA	$19,000,000
2	n/a	Other Transportation Needs **For LRTP, assumes $300K / year for 19 years**			$300K / yr x 19 yrs TPO-allocated study or projects	Multi	NA	NA	$5,700,000
3	PD&E and PE Complete	SR 297 Pine Forest Rd 4410562 4410563 [ID 272, 273]	I-10	CR297A	Widen to 4 Lanes with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd (Non-SIS portion North of I-10)	ESC	Complete	$112,926,000 Cost from FDOT D3 March 31 2025 updating the PD&E Final Preliminary Engineering Report (PER) (May 2023), Table 7-1. PDC. R/W and CST covers both 4410562 (SIS) [south of I-10] and 4410563 (Non-SIS) [north of I-10]	$49,556,000

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
4	PD&E / PE re-eval needed, funded (in this scenario)	US 90A (W. Nine Mile Road) 2186055 [204] 2185192 [239] TBD [146] Overpass	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes, w/ped overpass at Beulah Middle School	ESC	$3,737,411 $7,784,822 Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST	$71,010,808	$89,525,452
5	PD&E underway / PE funded (in this scenario)	SR 292 Sorrento Road 4210114 (PD&E) 4210115 (PE) [210]	SR 297 Innerarity Point Rd / SR 292A Gulf Beach Hwy	SR 173 Blue Angel Parkway	Widen to 4 Lanes	ESC	underway $9,900,000 Cost from PDE FDOT White Paper (Mar 2025), PDC	$105,000,000	$178,800,000
6	Funded (in this scenario)	US 29 Connector (Segment 1) 4331132, 4331133 [235] SR 99 Beulah Rd from Nine Mile to I-10]; & [216] from I-10 to Muscogee Rd]	Nine Mile Road	Muscogee Road	Widen SR 99 Beulah Rd / New 4 Lane north of I-10	ESC	$2,916,176 $5,832,351 Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST	$55,544,179	$67,237,691
7	PD&E complete / PE underway	US 90 Caroline St 4409152 [262]	SR 87N Stewart St	CR 89 Ward Basin Rd	Widen to 4 Lanes	SRC	complete underway Cost from FDOT D3 April 10, 2025 (Candidate Work Program file)	$37,500,000	$73,500,000
8	PD&E complete / PE on hold	US 90 4409151 [261]	Glover Lane / Old US 90	SR 87N Stewart St	Widen to 6 Lanes	SRC	complete $3,293,989 Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST	$15,823,941	$19,155,297

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
9	PD&E complete / PE underway	US 90 4409153 [263]	CR 89 Ward Basin Rd	SR 87S	Widen to 4 Lanes	SRC	complete underway	$47,090,936	$57,004,818
							Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% CST		
10	PE and CST (resurfacing) funded FY 27	Davis Hwy & MLK Dr / Alcaniz 4531531, 4529311 [266]	Wright St	Fairfield Dr	Two-Way Restoration	ESC	$1,375,945	--	$7,910,684
							Cost from 4531531, 4529311, both of which are for *resurfacing*, PDC, Resurfacing CST funded in FY 27 4531531, 4529311		
11	PD&E Complete / PE funded (in this scenario)	US 90 (Segment 2) 2204365 [250]	Esc / SR Co Line	Simpson River Bridge	Widen to 6 Lanes	SR	complete $7,700,000	$775,000	$171,460,868
							Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		
12	PD&E Complete / PE funded (in this scenario)	US 90 (Segment 3) 2204366 [251]	Simpson River Bridge	Third Ave	Widen to 6 Lanes	SR	complete $3,520,000	$1,508,200	$73,256,969
							Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		
13	PD&E Complete / PE funded (in this scenario)	US 90 (Segment 4) 2204367 [252]	Third Ave	CR 197 Bell Lane	Widen to 6 Lanes	SR	complete $5,500,000	$54,032,700	$149,472,480
							Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of **$325.5M**, with $663K remaining for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
14	PD&E Complete / PE unfunded	US 90 (Segment 5) 2204368 [253]	CR 197 Bell Lane	Glover Lane	Widen to 6 Lanes	SR	FDOT in-house	$29,650,400	$161,431,639
							Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		
15	PD&E complete / PE funded (in this scenario)	SR 292 Gulf Beach Highway 2184932 [212]	SR 727 Fairfield Dr	SR 295 Navy Blvd	Widen to 4 Lanes	ESC	complete $2,600,000	$21,100,000	$30,200,000
							Cost from FDOT PD&E PER (Nov 2021) Table 6-9. Does not include Patton Drive realignment.		
16	PD&E complete / PE funded (in this scenario)	SR 292 Sorrento Road / Gulf Beach Highway 2184933 [211]	SR 173 Blue Angel Parkway	SR 727 Fairfield Dr	Widen to 4 Lanes	ESC	complete $3,600,000	$23,600,000	$41,200,000
							Cost from FDOT PD&E PER (Nov 2021) Table 6-9. Does not include Patton Drive realignment.		
17	PD&E complete / PE update likely	SR 742 Burgess Road 2184291 [203]	US 29	Hilburn Road	Widen to 4 Lanes	ESC	complete $3,163,332	$0	$34,559,398
							Cost from FDOT Cost/Mile (2023), PDC, r/w assumed at 95% of CST		
18	PD&E needed	SR 727 Fairfield Dr No FPID [213]	US 90 Mobile Hwy	SR 298 Lillian Hwy	Widen to 4 Lanes	ESC	$1,146,708 $2,293,415	$44,188,286	$53,491,084
							Cost from FDOT Cost/Mile (2023), PDC, r/w assumed at 95% of CST		

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of **$325.5M**, with $663K remaining for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
19	PD&E complete / PE funded (in this scenario)	US 90 (Segment 1) 2204369 [234]	Scenic Hwy	Santa Rosa Co Line	Widen to 6 Lanes	ESC	complete $1,870,000	$8,582,800 Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)	$48,091,040
20	PD&E underway / PE unfunded	Navarre Community Access Rd 4517351, 4369021 [274]	Edgewood Dr	Whispering Pines Rd	Construct 2 Lane Connectivity	SR	Underway $9,688,779	$48,423,447 Cost from FDOT Cost/Mile (2023), PDC, assuming new 2-lane construction; r/w assumed at 50% of CST. PD&E in progress will have updated costs.	$111,373,928
21	PD&E Update Needed / PE Unfunded	Langley / Tippin / 9th Ave Intersection 2186202 [801]			Major Intersection Improvement	ESC	$1,396,117 $2,513,011	$35,686,615 Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane construction; r/w assumed at 95% of CST.	$43,199,587
22	PD&E / PE unfunded	US 90 (W. Cervantes St) No FPID [402]	Dominguez St	A St.	Road Diet	ESC	Not needed $1,116,894	$0 Cost from FDOT Cost/Mile (2023), PDC, assuming 4-lane reconstruction.	$3,585,175
23	PD&E Complete / PE Underway	SR 87A New Connector 4167488 [259]	US 90	CR 191 Munson Hwy	New 4 Lane Roadway	SR	Complete Underway	$19,456,332 Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane. r/w assumed at 50% of CST.	$44,749,564

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M**, with $5.4M remaining for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*									
24	PD&E Complete / PE Underway	SR 87A New Connector 4167489 [260]	CR 191 Munson Hwy	SR 87N	New 4 Lane Roadway	SR	Complete / Underway Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane. r/w assumed at 50% of CST.	$26,031,079	$59,871,481
25	PD&E Complete / PE Underway	US 98 Multimodal Overpass (Gulf Breeze) 4515721 [137]			Pedestrian Overpass	SR	Complete / Underway Cost from City of Gulf Breeze letter Aug 12, 2020, at $4M CST, assuming additional r/w costs at 10% and CEI at 15%	$400,000	$4,600,000

Phase Not Funded in Draft 2050 Cost Feasible Plan

Phase Funded in Draft 2050 Cost Feasible Plan

	PD&E+PE	R/W	CST+CEI
Sub Totals	--	$758,330,723 $758.3M	$1,611,233,155 $1.6B
Total (R/W + CST and CEI)	--	$2,369,563,878 $2.4B	
FLORIDA Available funds R/W and CST and CEI (SHS [Table 30] + Other Roads (Table 31] + Transit (Table 32) + STBG TMA as Supplemented (Table 27) 2025-2050 as Year of Expenditure (YOE) Table 27 Supplemental STBG fund types (SA, SN, SM, and SL) as updated by FDOT D3 10/02/24, with additional D3 guidance. 10/08/24; and 03/27/25. Capacity funding does not include Carbon Reduction Program [Table 29], Transit [Table 32], Transportation Alternatives (TA) [Table 28], or Transportation Regional Incentive Program (TRIP) [Table 15] funding. **YOE converted to Present Day Cost (PDC) by applying Table 25 Inflation Factors (dividing by) to reduce YOE to PDC using FY22/23 PDC$ Column 1 factors for Tables 30 and 31. Reduction does not apply to Federal funds in Table 27 per D3 guidance 04/08/25.** **This results in Total Non-SIS Capacity reduced to $325.48 PDC.**	--	**$325,480,000 (PDC)** **$325.48M** [available revenue for R/W and CST+CEI only]	
Difference	--	$-2,043,709,772 -$2.0B	
Subtotal (PD&E and Design)	$80,948,950 $80.1M		
Available funds PD&E and Design Production Support Assumes 22% of available revenue *in addition* to R/W and CST available revenue (not subtracted from) from Handbook Tables 30 and 31 (state funds only) reduced to PDC, adding Table 27 not reduced to PDC b/c no growth applied per FDOT (Central Office guidance 4/15/25)	**$71.61M** **PDC**		
Difference	-$9,338,950 -$9.4M		

Figure 52. Scenario 2A: Non-SIS Priorities



Note: Figures reference Needs Plan ID Numbers

7.2.4 Scenario 2B: Evaluation Criteria (Non-SIS)

The development of the Evaluation Criteria scenario is based on the adopted Evaluation Criteria. The Evaluation Criteria were applied to all Needs Plan (non-SIS) projects, and the resulting scores ranked in order in a worksheet and balanced against available funding to determine how many could be funded. Consideration was given to both PD&E and Design phase funding, and right-of-way and construction funding. There are four projects in the Evaluation Criteria Scenario that are also reflected in the Non-SIS Priorities:

- SR 292 (Sorrento Road) [MIRR 5.5.6] [210] from SR 292 to SR 173
- Davis Hwy / MLK Dr / Alcaniz Two-Way Restoration [266]
- US 90 from Stewart to Ward Basin 4-Lane [262]
- US 90 from Glover to Stewart 6-Lane [261]

The Evaluation Criteria Scenario also incorporates the two highest-scored Safety Action Plan Projects, one each in Escambia County, and Santa Rosa County, for further study. Scenario 2B (Evaluation Criteria) is shown in **Table 39** (FL), **Table 40** (AL), and **Figure 53** (FL) and **Figure 54** (AL).

7.2.5 Scenario 2C: Multi-Modal (Non-SIS)

The development of the Multi-Modal scenario is based on prioritizing express transit routes from the Needs Plan and giving added emphasis to the box funds. Emphasis was given to transit, trails, EV charging, truck parking, corridor management plan implementation, local initiatives such as the Bluffline, and passenger rail. Scenario 2C (Multi-Modal) is shown in **Table 41**, and **Figure 55**.

7.2.6 Scenario 3: AL Projects

The development of projects for Alabama included ALDOT input, local government input from City of Orange Beach, and Steering Committee review. Scenario 3 (AL) is shown in **Table 42**, and **Figure 56**.

Table 39. Scenario 2B: Evaluation Criteria (FL)

Eval Score	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook and FDOT Guidance: **$71.61M** for PD&E + PE*								
n/a	Regional ITS Plan Projects and Regional Traffic Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655] 4515241 [600] funded $28.3M in FY 25/26 with $3M in FY26; 4515242 [654] in draft FY26 at $176,333 for ESC; 4515243 [655] in draft FY26 at $357,667 for SRC. **For LRTP, assume $700K/yr x 19 years** **(fiber optic)** Non-SIS Priority 1A			ITS / RTMC / Fiber Optic Technology	Multi	n/a	n/a	$13,300,000
n/a	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601] **For LRTP, assume $1M / year for 19 years** Non-SIS Priority 1B			ATMS / RTMC Operations	Multi	n/a	n/a	$19,000,000
62.486	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75 [US 98 from SR 87 to County Line][629]				SRC	$150,000	TBD	TBD
61.239	US 98 [W. Navy Blvd] Complete Street [401]	SR 295	Bayou Chico Bridge	Complete Street Redesign	ESC	complete $1,000,000	$0	$22,600,000
59.569	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141 [609]				ESC	$150,000	TBD	TBD
59.156	US 98 at SR 295 (Navy Blvd) - Intersection Improvement [802]				ESC	$702,733 $936,978	$4,216,400	$5,387,622
58.739	US 98 (SR 30) [No local road name] - [220]	Fairfield	Navy	6 Lane Capacity and Access Improvements to NAS Corry Station at Navy Exchange Rd	ESC	$791,824 $6,334,595	$30,089,325	$36,423,920
58.736	SR 292 (Sorrento Road) [MIRR 5.5.6] [210]	SR 292	Blue Angel SR 173	4 Lane Capacity	ESC	complete $9,900,000	$105,000,000	$178,800,000

Table 39. Scenario 2B: Evaluation Criteria (FL)

Eval Score	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook and FDOT Guidance: **$71.61M** for PD&E + PE*								
58.524	Davis Hwy / Martin Luther King [266]	Wright St	SR 295	Two-Way Restoration	ESC	complete $1,375,945	$0	$7,911,684
58.111	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 9 [SR 87 Ramp to I-10 WB] [650]				SRC	$150,000	TBD	TBD
57.694	SS4A Safety Action Plan High Injury Network Escambia-13, Rank 84 [9th Avenue, from Bayfront to Fairfield] [615]				ESC	$150,000	TBD	TBD
57.281	Great Northwest Trail Corridor Unfunded Gap 1 Gulf Breeze Pkwy [88]	Bridge	Gulf Islands National Seashore	SUNTrail	SRC	Underway as 4554132 $396,697	$991,744	$2,281,010
56.239	SS4A Safety Action Plan High Injury Network Escambia-12, Rank 88 [SR 292 from Dog Track to Lemhurst] [614]				ESC	$150,000	TBD	TBD
56.236	US 90 (Caroline Street) [262]	Stewart St	Ward Basin	4 Lanes Capacity	SCR	Complete Underway	$37,500,000	$73,500,000
54.364	SR 295 (N. New Warrington Rd) [223]	US 90	US 90	6 Lanes Capacity	ESC	$601,787 $4,814,292	$22,867,887	$24,682,179
54.364	SR 727 (S. Fairfield Dr.) [224]	US 98	SR 292	4 Lanes Capacity	ESC	$632,666 $5,061,331	$24,041,320	$29,102,651
54.361	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge [209]	Bridge	SR 292 / SR 297	4 Lanes Capacity	ESC	$3,368,558 $13,474,231	$64,002,599	$77,476,831
54.361	SS4A Safety Action Plan High Injury Network Santa Rosa-1, Rank 106 [US 90 from Pace Ln to SR 87] [628]				SRC	$150,000	TBD	TBD
53.948	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 7 [Coral St at US 98] [648]				SRC	$150,000	TBD	TBD
53.945	SS4A Safety Action Plan High Injury Network Santa Rosa-4, Rank 40 [SR 87 from Farrington Rd to US 90] [631]				SRC	$150,000	TBD	TBD

Table 39. Scenario 2B: Evaluation Criteria (FL)

Eval Score	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook and FDOT Guidance: **$71.61M** for PD&E + PE*								
53.531	SR 173 [N. Blue Angel Parkway] - (MIRR 5.5.5) [SIS] [MAF] [295]	US 98	Kennedy Dr.	4 Lanes Capacity	ESC	Underway $3,100,000	$3,700,000	$78,300,000
53.528	SR 173 [N. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS] [MAF] [296]	Kennedy Dr.	Saufley Field	4 Lanes Capacity	ESC	Underway $3,500,000	$31,500,000	$66,400,000
53.319	SS4A Safety Action Plan High Injury Network Escambia-5, Rank 73 [US 29 from Diamond Dairy Rd to Garden St] [607]				ESC	$150,000	TBD	TBD
53.118	SR 173 [S. Blue Angel Parkway] (MIRR: 5.5.5) [SIS] [MAF] [292]	South of SR 292 to NAS West Gate		Dedicated truck lane w/ signage/signal	ESC	$520,436 $1,040,872	$2,602,181	$5,985,015
53.114	Cantonment to Bellview Loop (North) [104]			Trail	ESC	$0 $3,528,520	$8,821,299	$20,288,988
52.906	US 90 [261]	Glover	Stewart	6 Lanes Capacity	SRC	Complete $3,293,989	$15,646,449	$18,940,439
52.486	US 98 (SR 30) [No local road name] [221]	Blue Angel	Fairfield	6 Lanes Capacity	ESC	$950,189 $3,800,757	$18,053,595	$21,854,352
52.486	SS4A Safety Action Plan High Injury Network Escambia-14, Rank 236 [Davis Hwy from US 90 to County Line] [616]				ESC	$150,000	TBD	TBD
52.073	SS4A Safety Action Plan High Injury Network Intersection Santa Rosa, Rank 6 [Whispering Pines Blvd at US 98] [647]				SRC	$150,000	TBD	TBD
51.656	Great Northwest Trail Corridor Unfunded Gap 6 [92]	US 98 Navarre Parkway		SUNTrail	SRC	$0 $83,515	$208,788	$480,212
51.656	FNST Corridor - SR 87 [132]	River Rd	Navarre Beach Causeway	Trail	SRC	$0 $709,880	$1,774,699	$4,081,808
51.656	US 98 (SR 30) [No local road name] [222]	Dog Track	Blue Angel	4 Lane Capacity	ESC	$751,291 $6,010,330	$28,549,068	$34,559,398

	PD&E+PE	R/W	CST+CEI
Sub Totals	$161,843,090	$793,488,156 $793.5M	$1,534,659,019 $1.5B
Total (R/W + CST and CEI)	--	$2,328,147,175 $1.3B	
FLORIDA Available funds R/W and CST and CEI (SHS [Table 30] + Other Roads (Table 31] + Transit (Table 32) + STBG TMA as Supplemented (Table 27) 2025-2050 as Year of Expenditure (YOE) Table 27 Supplemental STBG fund types (SA, SN, SM, and SL) as updated by FDOT D3 10/02/24, with additional D3 guidance. 10/08/24; and 03/27/25. Capacity funding does not include Carbon Reduction Program [Table 29], Transit [Table 32], Transportation Alternatives (TA) [Table 28], or Transportation Regional Incentive Program (TRIP) [Table 15] funding. **YOE converted to Present Day Cost (PDC) by applying Table 25 Inflation Factors (dividing by) to reduce YOE to PDC using FY22/23 PDC$ Column 1 factors for Tables 30 and 31. Reduction does not apply to Federal funds in Table 27 per D3 guidance 04/08/25. This results in Total Non-SIS Capacity reduced to $325.48 PDC.**	--	**$325,480,000 (PDC)** **$325.48M** [available revenue for R/W and CST+CEI only]	
Difference (all projects)	--	$-2,002,667,175 -$2.1B	
Difference (cost-feasible projects only)	--	$1,408,928 $1.4M remaining	
Subtotal (PD&E and Design)	$161,843,090 $161.8M	--	
Available funds PD&E and Design Production Support Assumes 22% of available revenue *in addition* to R/W and CST available revenue (not subtracted from) from Handbook Tables 30 and 31 (state funds only) reduced to PDC, adding Table 27 not reduced to PDC b/c no growth applied per FDOT (Central Office guidance 4/15/25)	**$71.61M** **PDC**	--	
Difference (all projects)	-$90,233,090 -$90.2M	--	
Difference (cost-feasible projects only)	$40,205 $40K remaining	--	

Phase Not Funded in Draft 2050 Cost Feasible Plan

Phase Funded in Draft 2050 Cost Feasible Plan

Table 40. Scenario 2B: Evaluation Criteria (AL)

Eval Score	Project Name	From	To	Improvement	County	Utility+ Design	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**14M** combining AL Capacity and MPO Dedicated funds.*								
36.243	AL SR 182 Multi-Use Path [149]				Baldwin	$1,998,000 $2,017,036	$9,984,327	$11,597,956
30.618	AL SR 180 (Canal Road) [307]	Beaver Creek Lane	Foley Beach Express	5 Lanes Capacity	Baldwin	CST funded in FY-AL TPO FY26-30 TIP $3.1M		
27.698	AL SR 180 (Canal Road) [308]	AL SR 59	Beaver Creek Lane	5 Lanes Capacity	Baldwin	$1,440,000 $1,700,000	$4,400,000	$15,812,500
26.243	AL SR 182 (Perdido Beach Blvd) [150]			Pedestrian and Bicycle Safety Upgrades	Baldwin	CST funded in FY-AL TPO FY26-30 TIP $1,202,392		
25.618	AL Foley Beach Express [800]			Intersection Reconfiguration	Baldwin	underway $500,000	$200,000	$3,200,000
24.788	US 90 (AL) [200]			4 Lanes Capacity	Baldwin	$2,805,000 $637,500	$3,825,000	$4,887,500
23.743	US 98 (AL) [201]			4 Lanes Capacity	Baldwin	$5,115,000 $1,162,500	$6,975,000	$8,912,500

	UT+PE	R/W	CST+CEI
Sub Totals	$17,375,036 $17.4M	$25,384,327 $25.4M	$45,612,848 $45.6M
Total	$88,372,211 $88.4M		
ALABAMA Available funds reduced to **PDC** Combines both Capacity and MPO-Dedicated SU Funds [$6,520,320 for MPO-Dedicated Funds requires 20% Local Match]	**$14,033,513 (PDC)** **$14.1M**		
Funded phases	$13,999,363		
Difference (cost-feasible projects only)	$34,150 remaining		

Figure 53. Scenario 2B: Evaluation Criteria (FL)

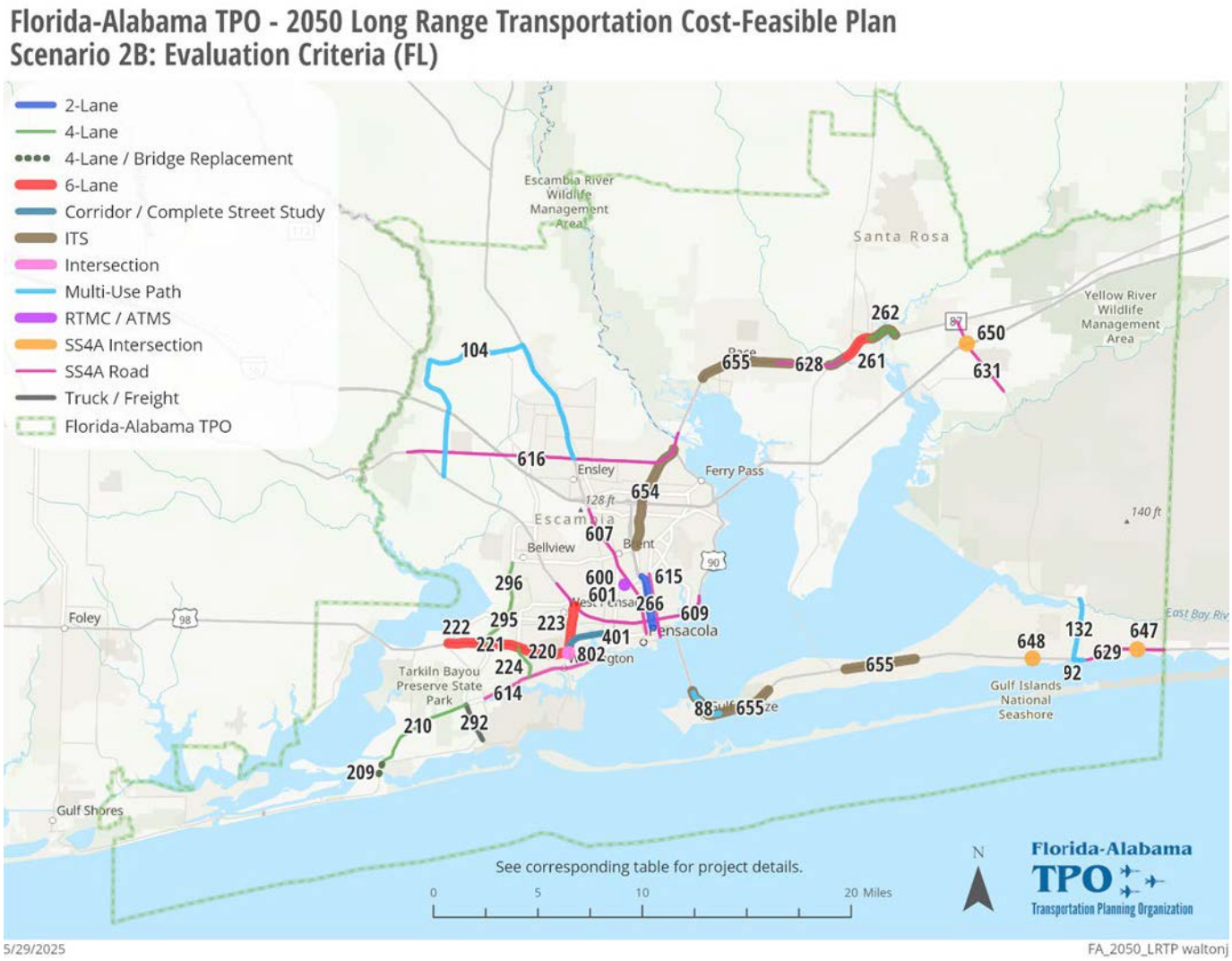


Figure 54. Scenario 2B: Evaluation Criteria (AL)

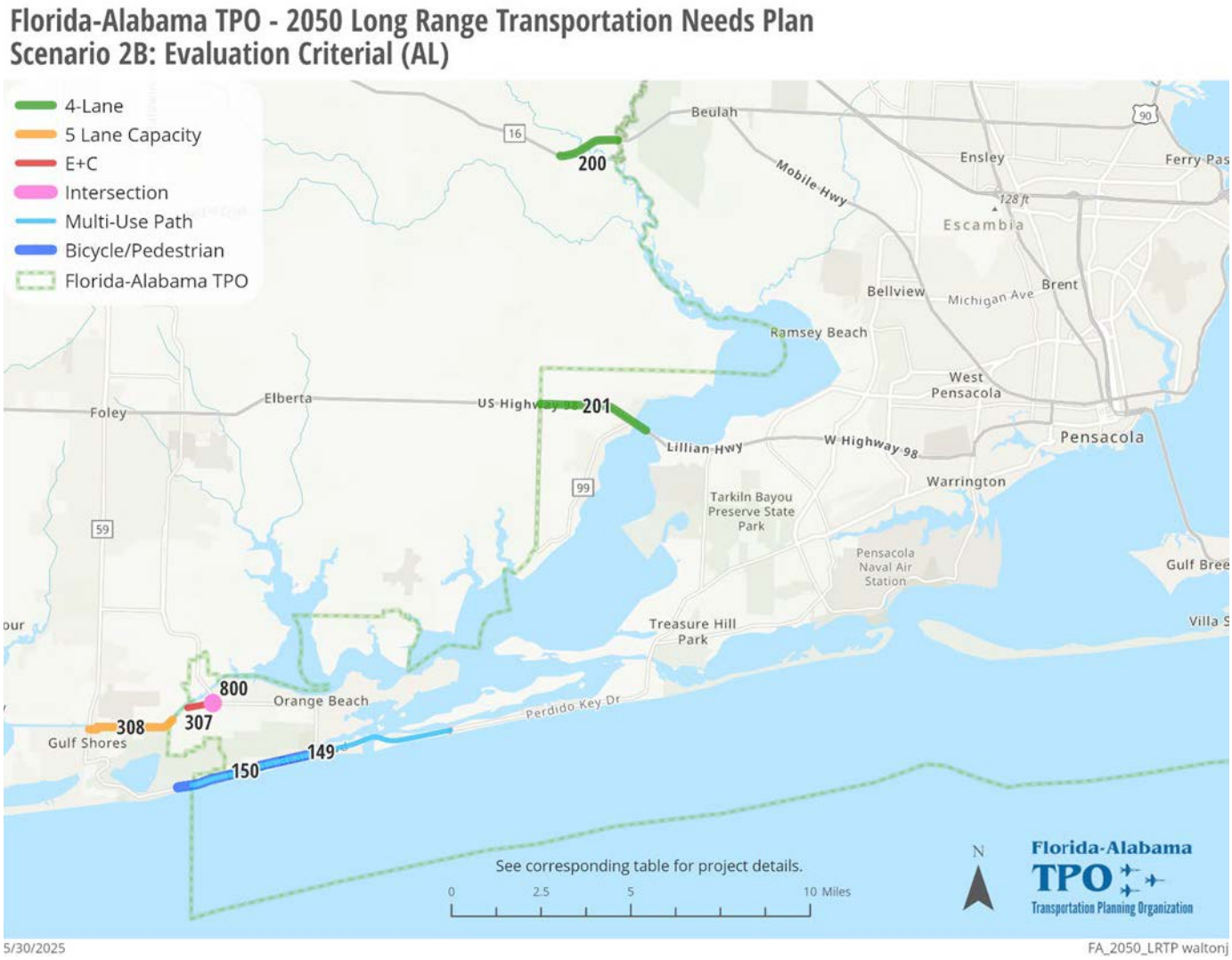


Table 41. Scenario 2C: Multi-Modal

PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M** for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*								
n/a	Regional ITS Plan Projects and Regional Traffic Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655] 4515241 [600] funded $28.3M in FY 25/26 with $3M in FY26; 4515242 [654] in draft FY26 at $176,333 for ESC; 4515243 [655] in draft FY26 at $357,667 for SRC. **For LRTP, assume $700K/yr x 19 years (fiber optic)** Non-SIS Priority 1A			ITS / RTMC / Fiber Optic Technology	Multi	n/a	n/a	$13,300,000
n/a	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601] **For LRTP, assume $1M / year for 19 years** Non-SIS Priority 1B			ATMS / RTMC Operations	Multi	n/a	n/a	$19,000,000
n/a	SS4A Safety Action Plan High-Injury Network (HIN) Escambia County [603-627 & 632-641] **For LRTP, assume $150K / HIN site x 35 sites**			Safety Implementation Plan at each HIN site	ESC	$5,250,000	To be determined	To be determined
n/a	SS4A Safety Action Plan High-Injury Network Santa Rosa County [628-631 & 642-651] **For LRTP, assume $150K / HIN site x 14 sites**				SRC	$2,100,000	To be determined	To be determined
n/a	Other Transportation Needs (Corridor Management Plans, bike / ped / trail / transit projects) **For LRTP, assume $800K / year for 19 years**			$800,000 / yr	Multi	n/a	n/a	$15,200,000
PE underway	Downtown Pensacola Waterfront Connector Trail - Phase 2 4534762 [72] SUNTrail Priority 1	Cypress St. and South Pace Blvd	East Main St. and S. Tarragona St	SUNTrail Shared-Use Path	ESC	Underway [Funded at $441K in FY 25]	$2,067,003	$2,641,170
PE underway	Soundview Trail 4554131 & 4554132 [141] SUNTrail Priority 2	Shoreline Dr / US 98	Bob Sikes Bridge	SUNTrail Shared-Use Path	SRC	Underway [Funded at $962K in FY 28 in 4554132]	$2,160,957	$2,761,224
PE needed	Nine Mile Road Ped Overpass [146]	Rebel Rd	Beulah Middle School	Pedestrian Overpass	ESC	$360,000	Assumed w/ [204]	$4,140,000
PD&E Complete / PE Underway	US 98 Multimodal Overpass (Gulf Breeze) 4515721 [137] Non-SIS Priority #25	Shoreline Dr	McClure Dr	Pedestrian Overpass (new)	SRC	Underway	Donated	$4,680,000

Table 41. Scenario 2C: Multi-Modal

PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M** for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*								
Needed	Truck Parking [232]	FDOT truck weigh station US 29 near Pinoak Ln			ESC	$702,733	$2,225,322	$2,693,811
PE and CST (resurfacing) funded FY 27	Davis Hwy & MLK Dr / Alcaniz 4531531, 4529311 [266]	Wright St	Fairfield Dr	Two-Way Restoration	ESC	$1,375,945 Cost from 4531531, 4529311, both of which are for resurfacing, PDC, Resurfacing CST funded in FY 27 4531531, 4529311	--	$7,910,684
PD&E / PE unfunded	US 90 (W. Cervantes St) No FPID [402]	Dominguez St	A St.	Road Diet	ESC	$1,116,894	--	$3,211,069
PE unfunded	EV Charging Station at (Smart Regions Master Plan) [656]	Fricker Community Center		EV Charging	ESC	$500,000	--	$2,500,000
PE unfunded	EV Charging Station at SR 291 (Smart Regions Master Plan) [657]	8084 N. Davis Hwy		EV Charging	ESC	$500,000	--	$2,500,000
PD&E Complete / PE unfunded	US 98 (SR 30) [W. Navy Blvd] 2186302 [401]	SR 295	Bayou Chico Bridge	Complete Streets Redesign	ESC	$1,000,000	--	$22,600,000
PD&E Complete / PE unfunded	Reimagine Jackson Implementation CR 298 (W. Jackson St) Shared Use Path [145]	SR 727 Fairfield Dr	T Street	Shared Use Path	ESC	$876,920	$2,192,276	$5,042,234
PD&E Complete / PE unfunded	Reimagine Jackson Implementation Sidewalks [001]	SR 295 New Warrington Rd	A Street	Continuous Sidewalk and Street Resurfacing	ESC	$376,080	$1,692,361	$2,162,461
PD&E Complete / PE unfunded	Reimagine Jackson Implementation - Mini Roundabouts CR 298 (W. Jackson St) [814]	N 49th Ave, N 62nd Ave, N 65th Ave, N 72nd Ave		Mini Roundabouts	ESC	$468,489	$2,108,200	$2,693,811
PD&E Complete / PE unfunded	Reimagine Jackson Implementation – Intersection Reconfiguration CR 298 (W. Jackson St) [815]	New Warrington Rd		Intersection Reconfiguration / Roundabout	ESC	$468,489	$2,108,200	$2,693,811
PD&E Complete / PE unfunded	Reimagine Jackson Implementation – Intersection Reconfiguration CR 298 (W. Jackson St) [816]	SR 292 Pace Blvd		Intersection Reconfiguration / Roundabout	ESC	$468,489	$2,108,200	$2,693,811

Table 41. Scenario 2C: Multi-Modal

PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Present Day Costs [PDC] of $**325.5M** for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as 22% of available revenue from Handbook Tables 30 and 31 only (state funds only) (in addition to, not subtracted from), reduced to PDC; and adding Table 27 not reduced to PDC since no growth applied: **$71.61M** for PD&E + PE [Handbook p. 41 and FDOT Guidance April 15, 2025]*								
PD&E unfunded / PE unfunded	Pensacola Beach Blvd Shared Use Path [148]	Toll Booth	Ft. Pickens Rd	Shared-Use Path	ESC	$208,788	$939,547	$1,200,532
PD&E / PE complete (update likely)	Pensacola Beach Roundabouts [Option 1A At-Grade] [803]	SR 399 (Via de Luna Drive) at Ft Pickens Rd & Casino Beach		Roundabout	ESC	$2,250,000	$7,500,000	$18,975,000
PD&E complete / PE unfunded	CR 399 (East Bay Boulevard) - Intersection Improvement (Roundabout) [804, 805]	Edgewood Dr and Andorra St		Roundabout	SRC	$2,342,444	$4,216,400	$5,388,022
PD&E complete / PE unfunded	Berryhill Road Shared-Use Paths (2019 CMP) [108]	Anderson Lane		SR 89 Dogwood Dr	SRC	$605,486	$1,513,714	$3,481,542
PD&E complete / PE unfunded	Berryhill Road Shared-Use Paths (2021 CMP) [109]	Anderson Lane		Chumuckla Highway	SRC	$1,064,820	$2,662,049	$6,122,713
PD&E Grant Funded / PE unfunded	BluffLine [107]	Multiple trail segments		Trail / Shared-Use Path	ESC	$3,987,854	$9,969,634	$22,930,158
						$1.2M USDOT Reconnecting Communities Pilot program grant Dec 2024 for study phase		
PD&E unfunded / PE unfunded	AL SR 182 Multi-Use Path [150]	AL SR 182		TPO Boundary	Baldwin	$4,015,036	$9,984,327	$11,597,956

	PD&E+PE	R/W	CST+CEI
Sub Totals	--	$242,549,703 $242.5M	$661,431,322 $661.4M
Total (R/W + CST and CEI)	--	$925,563,308 $925.69M	
FLORIDA Available funds R/W and CST and CEI (SHS [Table 30] + Other Roads (Table 31] + Transit (Table 32) + STBG TMA as Supplemented (Table 27) 2025-2050 as Year of Expenditure (YOE) Table 27 Supplemental STBG fund types (SA, SN, SM, and SL) as updated by FDOT D3 10/02/24, with additional D3 guidance. 10/08/24; and 03/27/25. Capacity funding does not include Carbon Reduction Program [Table 29], Transit [Table 32], Transportation Alternatives (TA) [Table 28], or Transportation Regional Incentive Program (TRIP) [Table 15] funding. **YOE converted to Present Day Cost (PDC) by applying Table 25 Inflation Factors (dividing by) to reduce YOE to PDC using FY22/23 PDC$ Column 1 factors for Tables 30 and 31. Reduction does not apply to Federal funds in Table 27 per D3 guidance 04/08/25.** **This results in Total Non-SIS Capacity reduced to $325.48 PDC.**	--	**$325,480,000 (PDC)** **$325.48M** [available revenue for R/W and CST+CEI only]	
Difference (all projects)	--	$-579,412,025 -$579.4M	
Difference (cost-feasible projects only)	--	$190,600 $190K remaining	
Subtotal (PD&E and Design)	$108,170,758 $108.2M	--	
Available funds PD&E and Design Production Support Assumes 22% of available revenue *in addition* to R/W and CST available revenue (not subtracted from) from Handbook Tables 30 and 31 (state funds only) reduced to PDC, adding Table 27 not reduced to PDC b/c no growth applied per FDOT (Central Office guidance 4/15/25)	**$71.61M** **PDC**	--	
Difference (all projects)	-$36,560,758 -$36.6M	--	
Difference (cost-feasible projects only)	$5,322,144 $5.3M remaining	--	

Phase Not Funded in Draft 2050 Cost Feasible Plan

Phase Funded in Draft 2050 Cost Feasible Plan

Figure 55. Scenario 2C: Multi-Modal

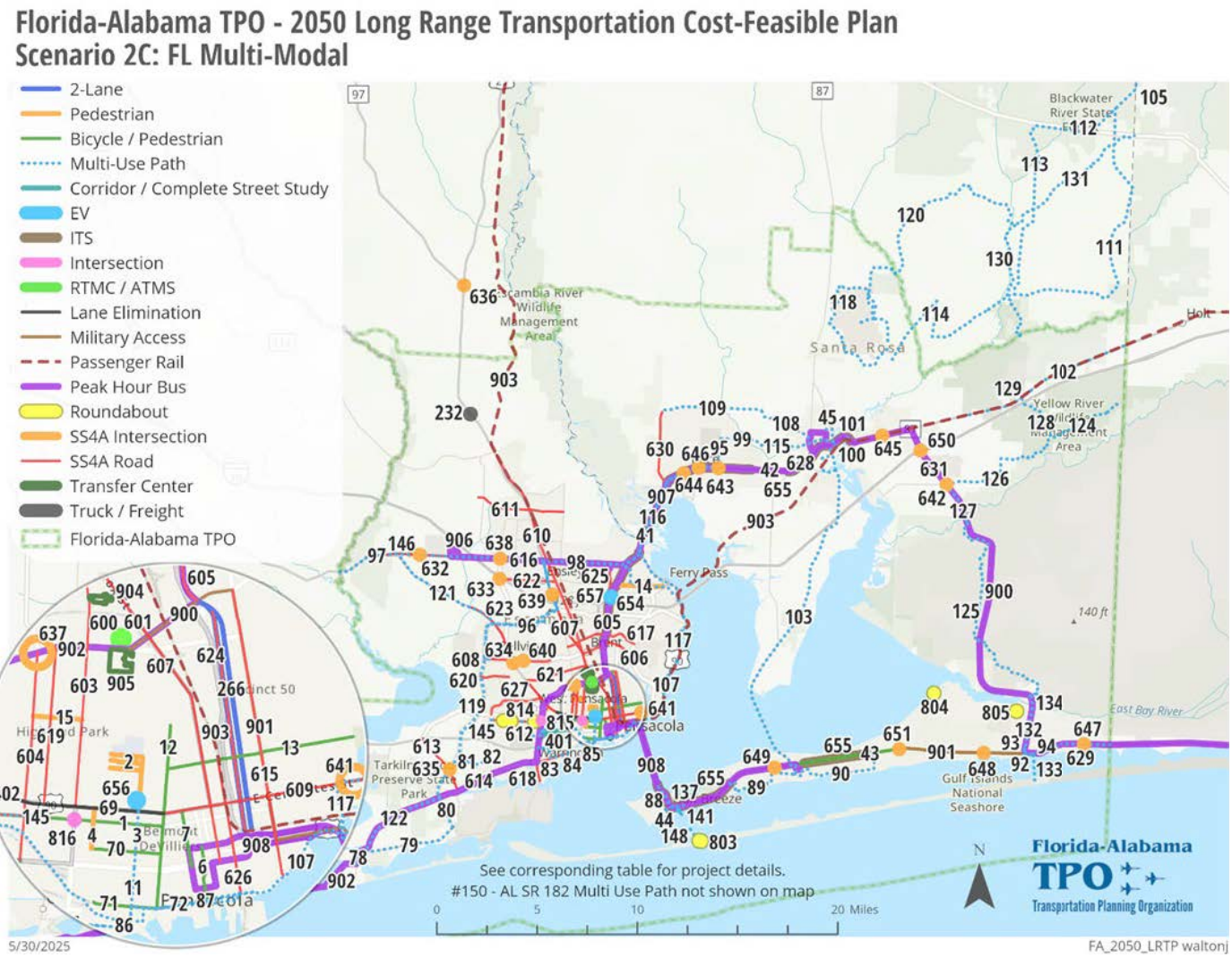


Table 42. Scenario 3: AL Projects

Needs Plan #	Project Name	From	To	Improvement	County	Design	Utility	R/W	CST+CEI	Local Funds
[67]	Canal Road Multi-Use Path	Wilson Boulevard	Bay La Launch Avenue	Multimodal Path (10-ft) on north side of Canal Road for ped / bike / golf carts (2.7 mi)	Baldwin	Projects awarded by City of Orange Beach October 1, 2024 at $3,679,727 for Construction, and $375,000 for CEI from ALDOT grant. (Locally-funded)				
[68]	AL SR 180 (Canal Road) Multi-Use Path	Wharf Parkway East	Spinnaker Way							
[149]	AL SR 182 Multi-Use Path 100079735	TPO Boundary	FL / AL State Line	Multi-Use Path (7.4 mi)	Baldwin	$2,017,036	$1,998,000	$9,984,327	$11,579,956	Requires 20% Local Match for SU funds
						Cost / mile based on Canal Rd projects which is $1,362,862 / mile based on $3.7M project at 2.7 miles. Utility from AL cost for 2-lane road / 2 for shared use path. R/W assumed 99% of CST. CEI assumed 15% of CST.				
Sub Totals						$2,017,036	$1,998,000	$9,984,327	$11,579,956	--
Total						$25,597,319				
Available funds (**SU MPO Dedicated Funds** 2031-2050) (**PDC**) [reduced from $6,520,320 by applying ***all*** SU funds to Capacity Project #308]						**$0**				
Difference of Funded Phases						-$25,597,319				
Not included in SU MPO Dedicated Funds:										
Transit Funds (2031-2050)						$3,059,540				
O&M Funds (2031-2050):						$11,837,278				
Carbon Funds (2031-2050):						$784,260				

Needs Plan #	Project Name	From	To	Improvement	County	Design	Utility	R/W	CST+CEI	Local Funds
[308]	AL SR 180 (Canal Road)	AL SR 59	Beaver Creek Lane	5-Lane Capacity	Baldwin	$1,700,000 [AL100078233]	$1,440,000 [AL100040566]	$4,400,000 [AL100040567]	$15,812,500 [AL100040568]	--
Sub Totals						$1,700,000	$1,440,000	$4,400,000	$13,750,000	--
Total						$23,352,500				
Available funds (**Capacity** Funds 2031-2050) **(PDC)**						$7,513,193				
Available funds (from SU **MPO Dedicated** Funds 2031-2050) **(PDC)** [*requires 20% local match*]						$6,520,320				
Total Available Funds (PDC)						$14,033,513				
Funded Phases subtotal						$7,540,000				
Difference in Funded Phases (amount remaining)						$6,493,513				
Balance Applied to Construction Phase Partial Funding						$15,812,500 - $6,493,513 = **$9,318,987 needed to be funded for CST+CEI**				
Not included in Capacity Funds:										
Transit Funds (2031-2050)						$3,059,540				
O&M Funds (2031-2050):						$11,837,278				
Carbon Funds (2031-2050):						$784,260				

Phase Not Funded in Draft 2050 Cost Feasible Plan

Phase Funded in Draft 2050 Cost Feasible Plan

Phase Partially Funded in Draft 2050 Cost Feasible Plan

Figure 56. Scenario 3: AL Projects



7.2.7 Hybrid (Non-SIS)

A hybrid (Non-SIS) scenario, based on the three scenarios, was developed based on feedback from the Steering Committees, for presentation to the public workshops (June 23-25, 2025), and the TPO and Committees for approval. This scenario allocates box funds for the number 1 Non-SIS Priority (RTMC) at $700K/year for fiber optic and $1M/year for ATMS operations, the top two Evaluation Criteria ranked SS4A projects for study, $300K/year for other transportation needs to be determined by the TPO (TPO Non-SIS Priority 2), and transit funds for existing service levels. Priority 1 uses $32.3M or about 10% of the available revenue. This scenario largely follows the Priorities scenarios other than incorporating the top two Evaluation Criteria SS4A project studies. Projects are listed in order of Priority in the tables. Most of the available funding is spent on the highest-ranked Non-SIS capacity project at SR 297 Pine Forest to advance the project to construction (TPO Non-SIS Priority 3) using about 50% of the available revenue. Note that the portion of Pine Forest Road south of I-10 is on the SIS, and some SIS funding may be allocated to the future phases for the portions on the SIS. However, for this LRTP, project costs were based on FDOT D3 estimates from March 2025 and may be refined as the subsequent phases advance. Remining funding is allocated to the next highest-ranked Non-SIS capacity project at US 90A West Nine Mile Road, however, sufficient funds are not available to advance the project fully to construction. Remaining right-of-way funding is allocated to the next priority-ranked projects where the complete right-of-way phases can be funded. Remaining production funds are allocated to PD&E and Design phases of projects based on their priority ranking. The Steering Committee was asked if Local Funds could be applied to advance projects such as the Navarre Community Access Road. Because Santa Rosa County is currently completing the PD&E Phase, they have not yet identified local or other funds for the Design Phase and will refine the Design Phase costs once the PD&E is complete. During the development of the hybrid scenario, the State of Florida allocated approximately $4M in direct appropriation for further study of the Collecting the Connectors project that joins two projects in the FL-AL TPO and the Okaloosa-Walton TPO associated with improved military access to Hurlburt Field on Eglin Air Force Base, and congestion relief on US 98. With this appropriation, the PD&E phase was included in the cost-feasible plan. Additionally, local funds from Escambia County were applied to the SR 295 South Navy Boulevard Corridor plan to bring the project into the LRTP. Escambia County intends to locally-fund the Design phase, however, those funds were not yet identified at time of preparation of the cost feasible plan scenarios.

The Non-SIS projects in this hybrid scenario (both AL and FL) are shown in **Table 43**, and **Figure 57**.

Table 43. Hybrid Projects

ALABAMA											
Map #	**Needs Plan #**	**Project Name**	**From**	**To**	**Improvement**	**County**	**Design**	**Utility**	**R/W** Right-of-Way	**CST+CEI** Construction and Inspection	**Local Funds**
*Project phases in green demonstrate initial fiscal constraint based on Available Revenue in Present Day Costs [PDC] of $**14M**, with $7.5M remaining unless applied to partially fund the Construction Phase as shown below.*											
48	[308]	AL SR 180 (Canal Road)	AL SR 59	Beaver Creek Lane	5-Lane Capacity	Baldwin	$1,700,000 [AL100078233]	$1,440,000 [AL100040566]	$4,400,000 [AL100040567]	$15,812,500 [AL100040568]	--
Sub Totals							$1,700,000	$1,440,000	$4,400,000	$13,750,000	--

Total	$23,352,500
Alabama Available funds (**Capacity** Funds 2031-2050) **(PDC)**	$7,513,193
Alabama Available funds (from SU **MPO Dedicated** Funds 2031-2050) **(PDC)** [*requires 20% local match*]	$6,520,320
Total AL Available Funds (PDC) [provided by ALDOT]	**$14,033,513 (PDC)**
Funded Phases subtotal	$7,540,000
Difference in Funded Phases (amount remaining)	$6,493,513
Balance Applied to Construction Phase Partial Funding	$15,812,500 - $6,493,513 = **$9,318,987 needed to be funded for CST+CEI**
Not included in Available Revenue:	
AL Transit Funds (2031-2050)	$3,059,540
AL O&M Funds (2031-2050)	$11,837,278
AL Carbon Funds (2031-2050)	$784,260

FLORIDA

Map #	Project Priority	PD&E / PE * Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W Right-of-Way	CST+CEI Construction and Inspection
*Project phases in green demonstrate initial fiscal constraint based on Available Revenue in Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI.* *Additional revenue for PD&E and PE Production assumed as an additional 22% of available revenue from Handbook and FDOT guidance: **$71.61M**, with $31K remaining.*										
17	1A	n/a	Regional Intelligent Transportation Management (ITS) and Regional Transportation Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655] 4515241 [600] funded $5.7M in FY26; 4515242 [654] funded $17K in FY26 for ESC; 4515243 [655] funded $357K FY26 for SRC. **LRTP $700K/yr x 19 years (fiber optic)**			ITS / RTMC / Fiber Optic Technology	Multi	NA	NA	$13,300,000
18	1B	n/a	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601] FY 26-30 TIP funds $2.4M **LRTP $1M / year for 19 years**			ATMS / RTMC Operations	Multi	NA	NA	$19,000,000
19	--	n/a	Safe Streets and Roads for All (SS4A) Safety Action Plan High-Injury Network (HIN) Top-ranked Evaluation Criteria Project for Escambia County SS4A HIN Escambia-7, Rank 141 [US 90 from Hyde Park to Mass Ave] [609] [Highest-ranked from Evaluation Criteria score]			Safety Implementation Plan for top-ranked High-Injury Network Site in each county based on Evaluation Criteria Score	ESC	$150,000	To be determined	To be determined
20	--	n/a	SS4A Safety Action Plan High-Injury Network Santa Rosa County SS4A HIN Santa Rosa-2, Rank 75 [US 98 from SR 87 to County Line] [629] [Highest-ranked from Evaluation Criteria score]				SRC	$150,000	To be determined	To be determined
46 not mapped	2	n/a	Other Transportation Needs **LRTP $300K / year for 19 years**			$300K / yr x 19 yrs for TPO studies / projects	Multi	NA	NA	$5,700,000
47 not mapped	--	n/a	Transit Funds for Existing Service Levels				Multi	System-wide funding to maintain existing service.		

Map ID	Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Available Revenue in Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as an additional 22% of available revenue from Handbook and FDOT guidance: **$71.61M**, with $31K remaining.*										
21	3	PD&E and PE complete	SR 297 Pine Forest Rd 4410562 4410563 [ID 272, 273]	I-10	CR297A	Widen to 4 Lanes with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd (Non-SIS portion North of I-10)	ESC	Complete	$112,926,000	$49,556,000
									Cost from FDOT D3 March 31, 2025 updating the PD&E Final Preliminary Engineering Report (PER) (May 2023), Table 7-1. PDC. R/W and CST covers both 4410562 (SIS) [south of I-10] [299] and 4410563 (Non-SIS) [north of I-10]	
22	4	PD&E / PE re-eval needed, funded	US 90A (W. Nine Mile Road) 2186055 [204], 2185192 [239], TBD [146] Overpass	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes, w/ped overpass at Beulah Middle School	ESC	$3,737,411 $7,474,822	$71,010,808	$90,100,452
								Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST		
28	5	PD&E underway / PE funded	SR 292 Sorrento Road 4210114 (PD&E) 4210115 (PE) [MIRR* 5.5.6] [210]	SR 297 Innerarity Point Rd / SR 292A Gulf Beach Hwy	SR 173 Blue Angel Parkway	Widen to 4 Lanes	ESC	underway $9,900,000	$105,000,000	$178,800,000
								Cost from PDE FDOT White Paper (Mar 2025), PDC		
27	6	PD&E / PE funded	US 29 Connector (Segment 1) 4331132, 4331133 [235] SR 99 Beulah Rd from Nine Mile to I-10]; & [216] from I-10 to Muscogee Rd]	Nine Mile Road	Muscogee Road	Widen SR 99 Beulah Rd to 4-lane, and New 4-lane north of I-10	ESC	$2,916,176 $5,832,351	$55,407,335	$67,072,037
								Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST		

Map ID	Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Available Revenue in Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as an additional 22% of available revenue from Handbook and FDOT guidance: **$71.61M**, with $31K remaining.*										
39	7	PD&E complete / PE underway	US 90 Caroline St 4409152 [262]	SR 87N Stewart St	CR 89 Ward Basin Rd	Widen to 4 Lanes	SRC	complete underway	$37,500,000	$73,500,000
								Cost from FDOT D3 April 10, 2025 (Candidate Work Program file)		
38	8	PD&E complete / PE funded	US 90 4409151 [261]	Glover Lane / Old US 90	SR 87N Stewart St	Widen to 6 Lanes	SRC	complete $3,293,989	$15,646,449	$18,940,439
								Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST		
40	9	PD&E complete / PE underway	US 90 4409153 [263]	CR 89 Ward Basin Rd	SR 87S	Widen to 4 Lanes	SRC	complete underway	$46,580,058	$56,386,386
								Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% CST		
23	10	PD&E not needed, PE and CST funded	Davis Hwy & MLK Dr / Alcaniz 4531531, 4529311 [266]	Wright St	Fairfield Dr	Two-Way Restoration (Resurfacing funded FY 27)	ESC	not needed $1,375,945	--	$6,879,725
								Cost from 4531531, 4529311, both of which are for *resurfacing*, PDC. Resurfacing CST / CEI funded in FY 27 4531531, 4529311, therefore not subtracted from Available Revenue since project is in TIP years. Assumes two-way restoration is same cost. *Includes $127,440 Local Funds which could be used for design of two-way conversion.		
34	11	PD&E complete / PE funded	US 90 (Segment 2) 2204365 [250]	Esc / SR Co Line	Simpson River Bridge	Widen to 6 Lanes	SR	complete $7,700,000	$775,000	$171,460,868
								Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)		

Map ID	Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Available Revenue in Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as an additional 22% of available revenue from Handbook and FDOT guidance: **$71.61M**, with $31K remaining.*										
35	12	PD&E complete / PE funded	US 90 (Segment 3) 2204366 [251]	Simpson River Bridge	Third Ave	Widen to 6 Lanes	SR	complete $3,520,000 Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)	$1,508,200	$73,256,969
36	13	PD&E complete / PE funded	US 90 (Segment 4) 2204367 [252]	Third Ave	CR 197 Bell Lane	Widen to 6 Lanes	SR	complete $5,500,000 Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)	$54,032,700	$149,472,480
37	14	PD&E complete / PE by FDOT in-house	US 90 (Segment 5) 2204368 [253]	CR 197 Bell Lane	Glover Lane	Widen to 6 Lanes	SR	complete FDOT in-house Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)	$29,650,400	$161,431,639
30	15	PD&E complete / PE funded	SR 292 Gulf Beach Highway 2184932 [MIRR 5.5.6] [212]	SR 727 Fairfield Dr	SR 295 Navy Blvd	Widen to 4 Lanes	ESC	complete $2,600,000 Cost from FDOT PD&E PER (Nov 2021) Table 6-9. Does not include Patton Drive realignment.	$21,100,000	$30,200,000
29	16	PD&E complete / PE funded	SR 292 Sorrento Road / Gulf Beach Highway 2184933 [MIRR 5.5.6] [211]	SR 173 Blue Angel Parkway	SR 727 Fairfield Dr	Widen to 4 Lanes	ESC	complete $3,600,000 Cost from FDOT PD&E PER (Nov 2021) Table 6-9. Does not include Patton Drive realignment.	$23,600,000	$41,200,000

Map ID	Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Available Revenue in Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as an additional 22% of available revenue from Handbook and FDOT guidance: **$71.61M**, with $31K remaining.*										
32	17	PD&E complete / PE update funded	SR 742 Burgess Road 2184291 [203]	US 29	Hilburn Road	Widen to 4 Lanes	ESC	complete $3,163,332 Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% CST	complete	$36,378,313
31	18	PD&E / PE funded	SR 727 Fairfield Dr No FPID [213]	US 90 Mobile Hwy	SR 298 Lillian Hwy	Widen to 4 Lanes	ESC	$1,146,708 $2,293,415 Cost from FDOT Cost/Mile (2023), PDC, r/w at 95% of CST	$43,574,893	$52,748,555
33	19	PD&E complete / PE funded	US 90 (Segment 1) 2204369 [234]	Scenic Hwy	Santa Rosa Co Line	Widen to 6 Lanes	ESC	complete $1,870,000	$8,582,800 Cost from FDOT D3 March 31, 2025 (Candidate Work Program file)	$48,091,040
41	20	PD&E underway / PE unfunded	Navarre Community Access Rd 4517351, 4369021 MIRR 5.8.1 [274]	Edgewood Dr	Whispering Pines Rd	Construct 2 Lane Connectivity	SR	Underway $9,688,779 Cost from FDOT Cost/Mile (2023), PDC, assuming new 2-lane construction over 16 miles (for both alternatives); R/W assumed at 50% of CST. PD&E in progress will have updated costs once preferred alternative identified. Project costs may be less pending PD&E completion.	$48,443,895	$111,420,960
25	21	PD&E / PE funded	Langley / Tippin / 9th Ave Intersection 2186202 [801]			Major Intersection Improvement	ESC	$1,355,454 $2,439,817 Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane construction; r/w assumed at 95% of CST.	$35,000,000	$46,000,000
24	22	PD&E not needed / PE funded	US 90 (W. Cervantes St) No FPID [402]	Dominguez St	A St.	Road Diet	ESC	Not needed $1,558,772 Cost from FDOT Cost/Mile (2023), PDC, assuming 4-lane reconstruction.	$0	$3,585,175

Map ID	Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	PD&E+PE	R/W	CST+CEI
*Project phases in green demonstrate initial fiscal constraint based on Available Revenue in Present Day Costs [PDC] of $**325.5M**, with $663K remaining for R/W and CST+CEI. Additional revenue for PD&E and PE Production assumed as an additional 22% of available revenue from Handbook and FDOT guidance: **$71.61M**, with $31K remaining.*										
42	23	PD&E complete / PE underway	SR 87A New Connector 4167488 [MIRR 5.6.8] [259]	US 90	CR 191 Munson Hwy	New 4 Lane Roadway	SR	complete underway Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane. r/w assumed at 50% of CST.	$19,436,904	$44,704,878
43	24	PD&E complete / PE underway	SR 87A New Connector 4167489 [MIRR 5.6.8] [260]	CR 191 Munson Hwy	SR 87N	New 4 Lane Roadway	SR	complete underway Cost from FDOT Cost/Mile (2023), PDC, assuming new 4-lane. r/w assumed at 50% of CST.	$25,915,871	$59,606,504
26	25	PD&E complete / PE underway	US 98 Multimodal Overpass (Gulf Breeze) 4515721 [137]			Pedestrian Overpass	SR	complete underway Cost from City of Gulf Breeze letter Aug 12, 2020, at $4M CST, assuming additional r/w costs at 10% and CEI at 15%	$400,000	$4,680,000
44	--	PD&E funded / PE not funded	Connecting the Collectors [269] 453222-1-24-01 ($375,000 GR24, $375,000 LF) Connector between Navarre Community Access Road (Santa Rosa County) and West 98 Collector (Okaloosa County) [MIRR 5.8.1]			New 2 lane Roadway for US 98 relief	SR-OK	$4M funded from Governor July 2025 as Member Project request TBD	TBD	TBD
45	--	Corridor Study underway / PE not funded	SR 295 South Navy Boulevard Corridor Improvements [407] [MIRR 5.5.2]	SR 292 (Barrancas Avenue)	Sam A. Lovelace Bridge NAS Pensacola	Corridor Improvement and Lane Elimination	ESC	$350K **LOCAL FUNDS** TBD	TBD	TBD

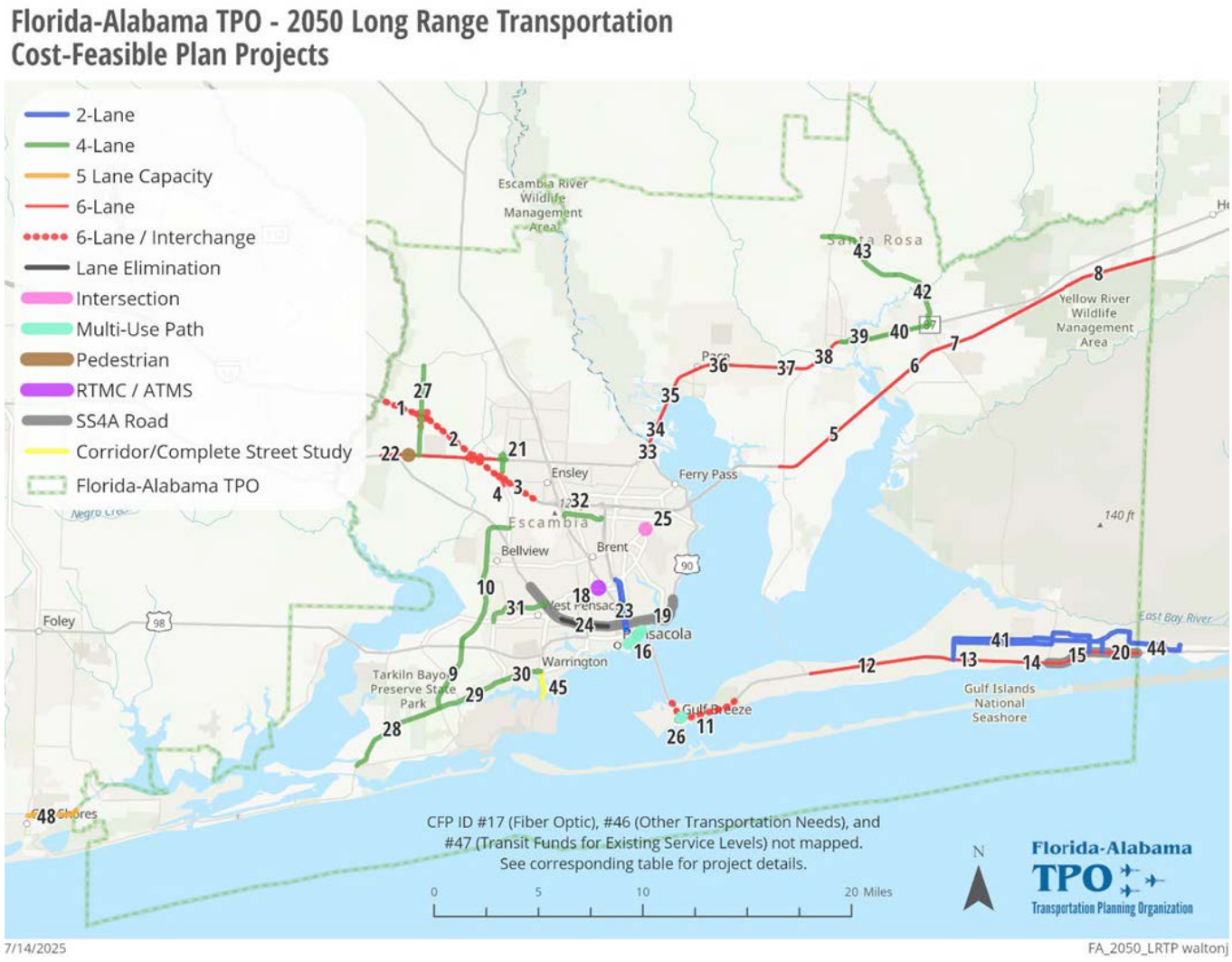
* MIRR: Military Installation Resiliency Review (October 2024). https://ecrc.org/programs/military/military_installation_resilience_review_(mirr)

	PD&E+PE	R/W	CST+CEI
Sub Totals	--	$756,268,805	$1,608,287,278
Total (R/W + CST and CEI)	--	$2,364,556,083	
FLORIDA Available funds R/W and CST and CEI (SHS [Table 30] + Other Roads (Table 31] + Transit (Table 32) + STBG TMA as Supplemented (Table 27); 2025-2050 as Year of Expenditure (YOE); Table 27 Supplemental STBG fund types (SA, SN, SM, and SL) as updated by FDOT D3 10/02/24, with additional D3 guidance. 10/08/24; and 03/27/25. Capacity funding does not include Carbon Reduction Program [Table 29], Transit [Table 32], Transportation Alternatives (TA) [Table 28], or Transportation Regional Incentive Program (TRIP) [Table 15] funding. YOE converted to Present Day Cost (PDC) by applying Table 25 Inflation Factors (dividing by) to reduce YOE to PDC using FY22/23 PDCS Column 1 factors for Tables 30 and 31. Reduction does not apply to Federal funds in Table 27 per D3 guidance 04/08/25. This results in Total Non-SIS Capacity reduced to $325.48 PDC.	--	**$325,480,000 (PDC)** **$325.48M** [available revenue for R/W and CST+CEI only]	
Difference (Amount Remaining after Cost Feasible Projects)	--	**$663,251**	
Difference (all projects)		$-2,039,076,083	
Subtotal (PD&E and Design)	$81,266,971	--	
Available funds PD&E and Design Production Support Assumes 22% of available revenue *in addition* to R/W and CST available revenue (not subtracted from) from Handbook Tables 30 and 31 (state funds only) reduced to PDC, adding Table 27 not reduced to PDC b/c no growth applied per FDOT (Central Office guidance 4/15/25)	**$71.61M (PDC)**	--	
Difference (Amount Remaining after Cost Feasible Projects)	**$31,808**	--	
Difference (all projects)	-$9,656,971		

Phase Not Funded in 2050 Cost Feasible Plan

Phase Funded in 2050 Cost Feasible Plan

Figure 57. Hybrid Scenario



7.3 Public Review



Three public workshops were held to review the draft Cost-Feasible Plan. A PowerPoint presentation of the LRTP process and the Cost-Feasible Plan components were presented at each of the three meetings, followed by an open house format where individuals could review handouts of the draft Cost-Feasible Plan projects and ask questions of the LRTP planning staff. The summary of the public comments and advertisements of the three public workshops are listed in the Cost Feasible Plan Technical Report. Public input was received and incorporated from the three meetings as documented in the Cost Feasible Plan Technical Report:

- Baldwin County, AL: June 23, 2025
- Santa Rosa County, FL: June 24, 2025
- Escambia County, FL: June 25, 2025

The first public meeting was held in-person at the City of Orange Beach Council Chambers, 4099 Orange Beach Boulevard, Orange Beach, AL 36561; beginning at 10:00 a.m. ALDOT representatives were present, along with representatives from the City of Orange Beach and the Perdido Key Association and two members of the public. Following an overview of ECRC, the TPO, and the LRTP process, draft Cost-Feasible Plan projects were reviewed. Public comment focused on SR 292 Sorrento Road.

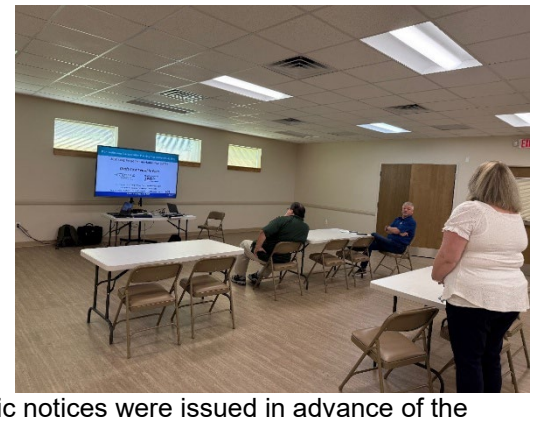




The second public meeting was held in-person at the Tryon Library, 1200 Langley Avenue, Pensacola, FL 32504; beginning at 2:30 p.m. The City of Pensacola was represented along with the Citizens Advisory Committee, the Center for Independent Living, the Gulf Coast Minority Chamber of Commerce, Flood Defenders, and three members of the public. Local media was present from WUWF 88.1 FM Public Media. Following an overview of ECRC, the TPO, and the LRTP process, draft Cost-Feasible Plan projects were reviewed. Public comment focused on US 98,

Pine Forest Road, and Sorrento Road / Gulf Beach Highway. Following the meeting, a news article was published by WUWF.[26]

The third public meeting was held in-person at the Pace Library, 4750 Pace Patriot Blvd, Milton, FL 32571; beginning at 10:30 a.m. FDOT representatives were present. No members of public attended. FL-AL TPO staff were available until 10:30 a.m.



To support meaningful public participation and raise awareness of the Florida-Alabama 2050 Cost Feasible Plan Public Workshops, FL-AL TPO implemented a multi-faceted outreach approach using both traditional and digital communication tools.



Public notices were issued in advance of the workshop and posted to the FL-AL TPO website, the Florida-Alabama TPO 2050 Long Range Transportation Plan webpage and distributed through official agency channels. The notices included key event details such as the purpose, date, time, location, and participation options. These were released approximately one week prior to the event to allow sufficient time for public awareness.

Targeted outreach was conducted through dedicated social media posts and an eblast sent to the FL-AL TPO list of interested parties, including local governments, transportation stakeholders, agency partners, community organizations, and members of the public who have previously engaged with regional planning efforts. These efforts provided workshop details and encouraged participation and input. This method helped ensure timely and direct communication with individuals most likely to be engaged in the planning process.

[26] https://www.wuwf.org/local-news/2025-07-01/florida-alabama-tpo-seeks-public-input-on-long-range-transportation-funding-priorities

To continue building awareness and gathering input, public comment cards related to the Cost Feasible Plan were integrated into the outreach and made available to the public via the website and at the public meetings. Outreach began June 20, 2025 and remained active through July 15, 2025, offering additional opportunities for the public to engage and provide feedback beyond the workshops. This extended outreach helped reinforce key messages and ensured greater visibility of the planning process across the Florida-Alabama region. Comments are documented in the Cost-Feasible Plan Technical Report and focused on the following topics: innovative interchange options, Pine Forest Road, US 98, Sorrento Road, and Pensacola Beach access and multi-modal options.

Together, these outreach techniques helped ensure that the public workshops and a broader Cost Feasible Plan was accessible to the public and aligned with regional stakeholder needs.

The Cost-Feasible Plan was considered by the TPO as draft (May 13-14, 2025) and for action (August 12 -13, 2025), at noticed public meetings. No additional public comment was received at the TPO meetings.

The Steering Committee process is further described below.

7.4 Steering Committee Review

Three Steering Committee meetings, focused on development of Cost Feasible Plan. Steering Committee 8 reviewed the first draft of the priorities scenarios. Steering Committee 9 reviewed draft Cost-Feasible Plan scenarios for: [1] Strategic Intermodal System (SIS) Projects and Priorities, [2A] Non-SIS Priorities Scenario, [2B] Evaluation Criteria Scenario, [2C] Multi-Modal Scenario, and [3] Alabama Projects. This review was conducted in advance of the June public workshops described above.



Steering Committee 10 presented revisions based on previous input as the revised hybrid scenario and finalization of the draft Cost-Feasible Plan scenarios for: [1] Strategic Intermodal System (SIS) Projects and Priorities, [2A] Non-SIS Priorities Scenario, [2B] Evaluation Criteria Scenario, [2C] Multi-Modal Scenario, and [3] Alabama Projects. A recommendation was made by the Steering Committee to advance the Cost-Feasible plan, as presented, to the TPO and Committees for action at the August meetings. The Steering Committee did note that US 98 has *higher* SIS Priority (#4-7), but is not funded through construction in the SIS Plans, whereas I-10 has *lower* SIS Priority (#8-9) and is funded through construction. This comment was forwarded to FDOT for consideration in future SIS Plan updates.

7.5 Adopted 2050 Cost Feasible Plan Projects

A Draft 2050 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and the Transportation Planning Organization at their May meetings, prior to the June public workshops. Following Steering Committee meetings 9 and 10, and completion of the public workshops, the proposed Final 2050 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and the Transportation Planning Organization at their August meetings. TPO action was conducted as public hearing. No changes were recommended by the TPO Committees and no public comment was received.

The FL-AL TPO approved the 2050 Cost Feasible Plan at the August 13, 2025 Transportation Planning Organization (TPO) Meeting by Resolution FL-AL 25-21 as shown in **Figure 58**, and **Table 44.** Note that the projects shown in **Figure 58** do not necessarily include all phases of those projects. **Table 44** further clarifies which phases are advanced into the Cost-Feasible Plan.

The TPO motion on August 13, 2025, recognizes that the following items were approved by the TPO and are summarized in the 2050 Long-Range Transportation Plan Final Report.

- Goals Objectives Resolution 24-11 adopted on April 10, 2024;
- Financial Resources Resolution 24-26 adopted on December 11, 2024;
- Evaluation Criteria Resolution 24-27 adopted on December 11, 2024;
- Congestion Management Process Major Update Resolution 24-25 adopted on December 11, 2024;
- 2050 Needs Plan Resolution 25-06 adopted on May 14, 2025; and
- 2050 Cost-Feasible Plan Resolution 25-21 adopted on August 13, 2025.

Figure 58. Adopted 2050 LRTP Cost-Feasible Plan Projects

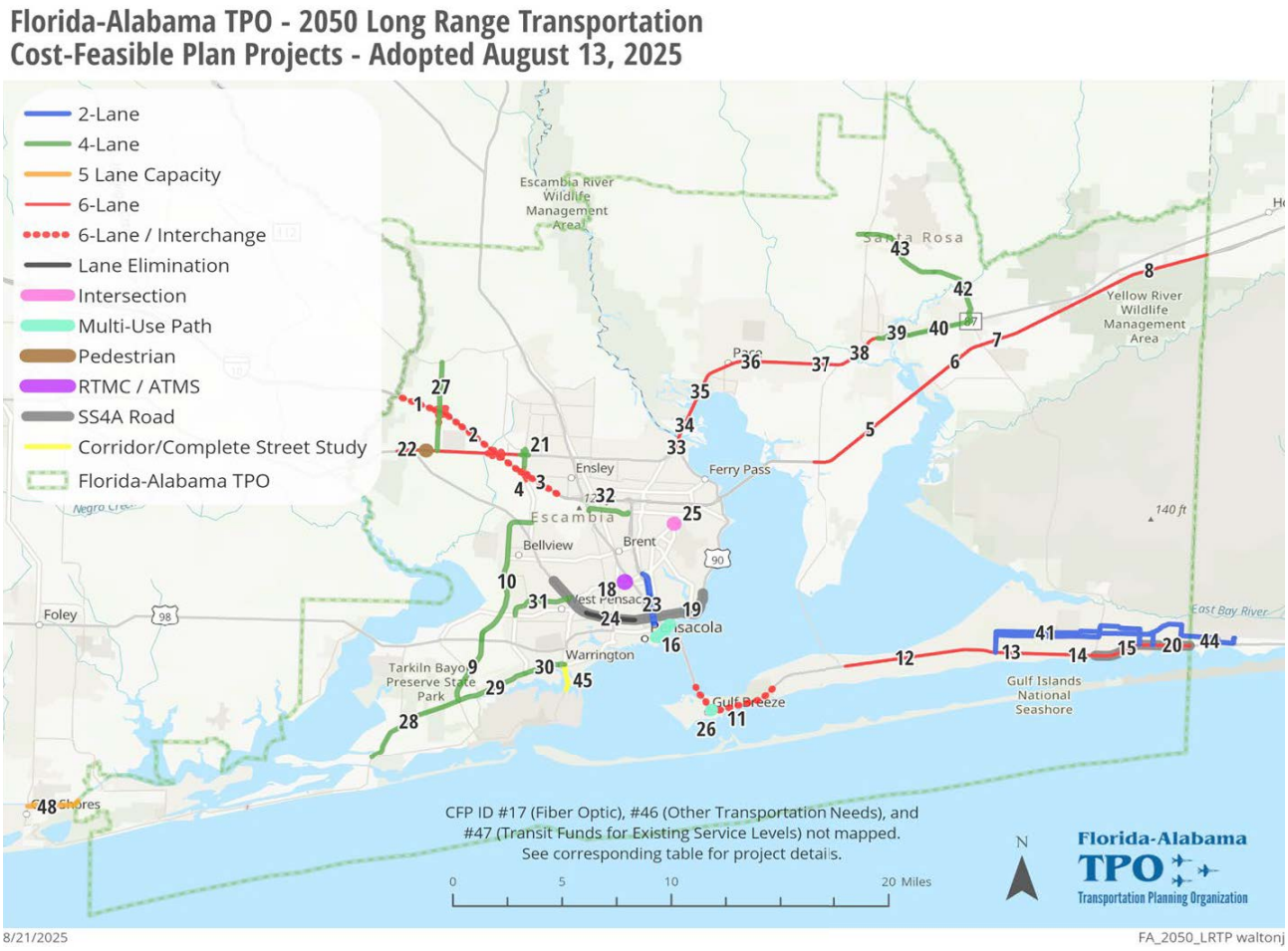


Table 44. Adopted 2050 Cost-Feasible Plan Projects and Phases

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP) Cost Feasible Plan (CFP) Projects [Projects not listed in order of priority by Map ID]						
CFP Map ID	**Project Name [Needs Plan ID]**	**From**	**To**	**Improvement**	**Cost-Feasible Phase (Fiscal Year)**	**Not Cost-Feasible Phases**
Strategic Intermodal System (SIS) Projects						
1	**I-10** at **SR 99 Beulah Road** Interchange 4331131 [806]			New Interchange and Widen I-10 to 6 Lanes to FL/AL Line	Construction (FY27)	N/A
2	**I-10** 4379052 [807]	E. of Weigh Station	E. of Nine Mile Road	Widen I-10 to 6 Lanes & Nine Mile Road Interchange	Construction (FY30)	N/A
3	**I-10** 4379053 SIS project 3574 [808, 809]	E. of Nine Mile Rd	W. of US 29	Widen I-10 to 6 Lanes and Pine Forest Road Interchange	Construction (FY41-45)	N/A
4	**SR 297** Pine Forest Rd 4410562 [299]	I-10	Pine Forest Drive	Widen to 6 lanes (South of I-10)	Design (Underway) Right-of-Way funded in Non-SIS	Construction
5	**I-10** 4130626 SIS project 3319 [283]	Avalon Blvd	Blackwater River	PD&E 4130624 Complete [282]. Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	Construction (FY46-50)	N/A
6	**I-10** 4130627 SIS project 3318 [284]	Blackwater River	E. of SR 87		Construction (FY41-45)	N/A
7	**I-10** 4130628 [285]	SR 87	Miller Bluff Road		Construction (FY33)	N/A
8	**I-10** 4130629 [286]	Miller Bluff Road	Okaloosa County Line		Design (FY32)	Right-of-Way, Construction
9	**SR 173** South Blue Angel Pkwy 4210121 SIS project 3912 Military Access Facility [293]	Sorrento Rd	US 98	Widen to 4 lanes	Construction (FY46-50)	N/A

Table 44. Adopted 2050 Cost-Feasible Plan Projects and Phases

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP)
Cost Feasible Plan (CFP) Projects
[Projects not listed in order of priority by Map ID]

CFP Map ID	Project Name [Needs Plan ID]	From	To	Improvement	Cost-Feasible Phase (Fiscal Year)	Not Cost-Feasible Phases
10	**SR 173** North Blue Angel Pkwy 4210123 (PD&E) Military Access Facility [294]	US 98	SR 297 Pine Forest Rd	Widen to 4 lanes	PD&E (Underway)	Design, Right-of-Way, Construction
	4210124 [295]	US 98	Kennedy Dr			
	4210125 [296]	Kennedy Dr	CR 296 Saufley Field Dr			
	4210126 [297]	CR 296 Saufley Field Dr	SR 10 (US 90)			
	4210127 [298]	SR 10 (US 90)	SR 297 Pine Forest Rd			
11	**US 98** 2204268 [287] SIS project 3916	E. of Pensacola Bay Bridge	E. of Bayshore Rd	US 98 / SR 399 Interchange	PD&E (FY26); Design (FY41-45)	Right-of-Way, Construction
12	**US 98** 2204263 SIS project 3490 [288]	Portside Rd	Bergren Rd	Widen to 6 lanes	Right-of-Way (FY46-50)	Construction
13	**US 98** 2204264 SIS project 3461 [289]	Bergren Rd	Ramble Bay Ln	Widen to 6 lanes	Design (FY35-40)	Right-of-Way, Construction
14	**US 98** 2204266 SIS project 3564 [290]	E. of Ramble Bay Ln	E. of Ortega St	Widen to 6 lanes	Design (FY35-40)	Right-of-Way, Construction
15	**US 98** 2204265 SIS project 3462 [291]	E. of Ortega St	Okaloosa County Line	Widen to 6 lanes	Design (FY35-40)	Right-of-Way, Construction
16	**SR 196** Main Street / Bayfront Pkwy 4534761 SIS Project 3452 [74]	S. Alcaniz St.	14th Ave	SUNTrail	Construction (FY27)	N/A

Table 44. Adopted 2050 Cost-Feasible Plan Projects and Phases

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP) Cost Feasible Plan (CFP) Projects [Projects not listed in order of priority by Map ID]						
CFP Map ID	**Project Name [Needs Plan ID]**	**From**	**To**	**Improvement**	**Cost-Feasible Phase (Fiscal Year)**	**Not Cost-Feasible Phases**
Non-Strategic Intermodal System (Non-SIS) Projects						
17	Regional Intelligent Transportation Management (ITS) and Regional Transportation Management Center (RTMC) 4515241, 4515242, 4515243 [Needs Plan ID 600, 654, 655]			ITS / RTMC / Fiber Optic Technology	Construction, Operations (through FY50)	N/A
18	Advanced Traffic Management System (ATMS) Operations 4125452 [Needs Plan ID 601]			ATMS / RTMC Operations	Operations (through FY50)	N/A
19	Safe Streets and Roads for All (SS4A) Safety Action Plan High-Injury Network (HIN) Escambia-7, **US 90** (E and W Cervantes) [609]	Hyde Park	Massachusetts Ave	Safety Implementation Plan Study	Study (FY TBD)	Design, Right-of-Way, Construction
20	Safe Streets and Roads for All (SS4A) Safety Action Plan High-Injury Network (HIN) Santa Rosa-2, **US 98** (Navarre Pkwy) [629]	SR 87	Santa Rosa / Okaloosa County Line	Safety Implementation Plan Study	Study (FY TBD)	Design, Right-of-Way, Construction
21	**SR 297** Pine Forest Rd 4410562, 4410563 [ID 272, 273]	I-10	CR297A	Widen to 4 Lanes with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd (Non-SIS portion North of I-10)	Construction (FY TBD)	N/A
22	**US 90A** (W. Nine Mile Road) 2186055 [204], 2185192 [239], TBD [146] Overpass	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes, w/ped overpass at Beulah Middle School	Right-of-Way (FY TBD)	Construction

Table 44. Adopted 2050 Cost-Feasible Plan Projects and Phases

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP)
Cost Feasible Plan (CFP) Projects
[Projects not listed in order of priority by Map ID]

CFP Map ID	Project Name [Needs Plan ID]	From	To	Improvement	Cost-Feasible Phase (Fiscal Year)	Not Cost-Feasible Phases
23	**Davis Hwy & MLK Dr / Alcaniz** 4531531, 4529311 [266]	Wright St	Fairfield Dr	Two-Way Restoration	Design (Resurfacing FY 27)* *[resurfacing funds in TIP could cover design of two-way conversion]	Construction
24	**US 90** (W. Cervantes St) No FPID [402]	Dominguez St	A St.	Road Diet	Design (FY TBD)	Construction
25	**Langley / Tippin / 9th Ave** Intersection 2186202 [801]			Major Intersection Improvement	Design (FY TBD)	Right-of-Way, Construction
26	**US 98** Multimodal Overpass (Gulf Breeze) 4515721 [137]			Pedestrian Overpass	Design (underway)	Right-of-Way, Construction
27	**US 29 Connector** (Segment 1) 4331132, 4331133 [235]; **SR 99** Beulah Rd from Nine Mile to I-10]; & [216] from I-10 to Muscogee Rd]	Nine Mile Road	Muscogee Road	Widen SR 99 Beulah Rd to 4-lane, and New 4-lane north of I-10	Design (FY TBD)	Right-of-Way, Construction
28	**SR 292** Sorrento Road 4210114 (PD&E) 4210115 (PE) [MIRR 5.5.6] [210]	SR 297 Innerarity Point Rd / SR 292A Gulf Beach Hwy	SR 173 Blue Angel Parkway	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
29	**SR 292** Sorrento Road / Gulf Beach Highway 2184933 [MIRR 5.5.6] [211]	SR 173 Blue Angel Parkway	SR 727 Fairfield Dr	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
30	**SR 292** Gulf Beach Highway 2184932 [MIRR 5.5.6] [212]	SR 727 Fairfield Dr	SR 295 Navy Blvd	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
31	**SR 727** Fairfield Dr No FPID [213]	US 90 Mobile Hwy	SR 298 Lillian Hwy	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
32	**SR 742** Burgess Road 2184291 [203]	US 29	Hilburn Road	Widen to 4 Lanes	Design (FY TBD)	Right-of-Way, Construction
33	**US 90** (Segment 1) 2204369 [234]	Scenic Hwy	Escambia / Santa Rosa Co Line	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
34	**US 90** (Segment 2) 2204365 [250]	Esc / SR Co Line	Simpson River Bridge	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction

Table 44. Adopted 2050 Cost-Feasible Plan Projects and Phases

Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP)
Cost Feasible Plan (CFP) Projects
[Projects not listed in order of priority by Map ID]

CFP Map ID	Project Name [Needs Plan ID]	From	To	Improvement	Cost-Feasible Phase (Fiscal Year)	Not Cost-Feasible Phases
35	**US 90** (Segment 3) 2204366 [251]	Simpson River Bridge	Third Ave	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
36	**US 90** (Segment 4) 2204367 [252]	Third Ave	CR 197 Bell Lane	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
37	**US 90** (Segment 5) 2204368 [253]	CR 197 Bell Lane	Glover Lane	Widen to 6 Lanes	Design (FY TBD)	Right-of-Way, Construction
38	**US 90** 4409151 [261]	Glover Ln / Old US 90	SR 87N Stewart St	Widen to 6 Lanes	Right-of-Way (FY TBD)	Construction
39	**US 90** Caroline St 4409152 [262]	SR 87N Stewart St	CR 89 Ward Basin Rd	Widen to 4 Lanes	Right-of-Way (FY TBD)	Construction
40	**US 90** 4409153 [263]	CR 89 Ward Basin Rd	SR 87S	Widen to 4 Lanes	Design (underway)	Right-of-Way, Construction
41	**Navarre Community Access Rd** 4517351, 4369021 MIRR 5.8.1 [274]	Edgewood Dr	Whispering Pines Rd	Construct 2 Lane Connectivity	PD&E (underway)	Design, Right-of-Way, Construction
42	**SR 87A** New Connector 4167488 [MIRR 5.6.8] [259]	US 90	CR 191 Munson Hwy	New 4 Lane Roadway	Design (underway)	Right-of-Way, Construction
43	**SR 87A** New Connector 4167489 [MIRR 5.6.8] [260]	CR 191 Munson Hwy	SR 87N	New 4 Lane Roadway	Design (underway)	Right-of-Way, Construction
44	Connecting the Collectors [269] 453222-1-24-01 ($375,000 GR24, $375,000 LF) Connector between Navarre Community Access Road (Santa Rosa County) and West 98 Collector (Okaloosa County) [MIRR 5.8.1]			New 2 lane Roadway for US 98 relief	PD&E (FY26)	Design, Right-of-Way, Construction
45	SR 295 South Navy Boulevard Corridor Improvements [407] [MIRR 5.5.2]	SR 292 (Barrancas Avenue)	Sam A. Lovelace Bridge NAS Pensacola	Corridor Improvement and Lane Elimination	Corridor Study (FY 26)	Design, Right-of-Way, Construction
46 [not mapped]	Other Transportation Needs			TPO studies / projects	Studies (through FY50)	N/A
47 [not mapped]	Transit Funds for Existing Service Levels			Transit Operations	Operations (through FY50)	N/A

Table 44. Adopted 2050 Cost-Feasible Plan Projects and Phases						
Adopted FL-AL 2050 Long-Range Transportation Plan (LRTP) Cost Feasible Plan (CFP) Projects [Projects not listed in order of priority by Map ID]						
CFP Map ID	**Project Name [Needs Plan ID]**	**From**	**To**	**Improvement**	**Cost-Feasible Phase (Fiscal Year)**	**Not Cost-Feasible Phases**
Alabama (AL) Projects						
48	AL **SR 180** (Canal Road) [308]	AL SR 59	Beaver Creek Lane	5-Lane Capacity	Right-of-Way (FY TBD)	Construction (partial)

7.6 Non-Capacity (Operations and Maintenance)

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. The Revenue Forecast includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan. Statewide estimates for all state non-capacity programs are an integral part of the 2050 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2050. These objectives will be met in each area, so it was not necessary to develop MPO estimates for these programs. Neither FDOT nor the MPOs need to identify projects for these programs. However, pursuant to an agreement between FDOT and the FHWA Division Office, FDOT has provided district-level estimates of existing facilities costs on the State Highway System to MPOs for inclusion in the documentation of their long-range transportation plans. The FDOT has included sufficient funding in the 2050 Revenue Forecast to meet the following statewide objectives and policies:

- **Safety:** Specific safety improvement projects and sub-programs in this major program address mitigation of safety hazards that are not included in other major programs.
- **Resurfacing**: The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces.
- **Bridge**: The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by federal and state criteria.
- **Product Support**: Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by FDOT staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing.
- **Operations and Maintenance**: Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs such as resurfacing and bridge replacement are not part of operations and maintenance. They are included in the Resurfacing and Bridge programs, respectively.

- **Administration**: Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program.

The FDOT reserved funds in the 2050 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. ALDOT has a similar Operations and Maintenance program for federal funds for Operations and Maintenance within the Alabama portion of the Florida-Alabama TPO study area over the life of this plan.

7.7 Projects with Federal Funding

For projects in the current Work Program and TIP, consideration was given to whether a project had a federal funding component, as identified from the interactive Transportation Improvement Program (TIP) and/or FDOT Work Program planning screens. The following projects have Federal funding as identified in **Table 45.**

Table 45. Projects with Federal Funding

Roadway	Limits	Federal Funding Codes
Florida Projects		
Regional ITS Program and Fiber Deployment	Intelligent Transportation System (ITS) Regional Implementation	ACSU, SU
Gregory St. Connectivity to Legion Field Park	Multiple	TALT, TALU
W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection	Barrancas Ave to Clubbs St	SU
N. Hayne St (TA Project)	E. Blount St to E. Jordan St.	TALU
N. Hayne St at Hollice T. Willimas Park (TA Project)	E. Cervantes St to E. Blount St.	TALT, TALU
E. Johnson Ave Sidewalks	Chemstrand Rd to Cody Ln. / Johnson Ave.	ACSU, SU
SR 298 Lillian Highway Sidewalks	N. 65th Ave. to N. 57th Ave.	SU, TALT, TALU
W. Main St. Stormwater and Multi-Modal Design	Barrancas Ave to S. Clubbs St.	SU
CR 297 (Pine Forest Road)	US 90A (Nine Mile Rd.) to North of CR 297A	SU
US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy) to CR 297 (Pine Forest Road)	SU, ACSU
US 98 (Gulf Breeze Parkway)	Bayshore Road to Portside Drive	ACNP
US 98 (Gulf Breeze Parkway)	Portside Drive to Bergren Road	SU
US 98 (Gulf Breeze Parkway)	Ortega Street to Okaloosa County Line	SU
US 90 (Caroline Street)	SR 87 N (Stewart Street) to CR 89 (Ward Basin Road)	SU
US 90 (Caroline Street)	CR 89 (Ward Basin Road) to SR 87 S	SU
W. Main Street	Barrancas Avenue to S. Clubbs Street	SU
I-10 at US 29		ACNP
I-10 and SR 99 (Beulah Road) Interchange	AL State Line to East of SR 99 (Beulah Road)	ANCP

7.8 Fiscal Constraint

7.8.1 Revenue Projections

Documents for revenue forecasts that were provided by the Florida and Alabama Departments of Transportation are listed in Appendix F of the Final Report and the Financial Resources Technical Report and are listed below. The Year of Expenditure multiplier from the Revenue Forecasting Handbook are also listed below.

Summary of Federal and State Revenues for Florida

The FDOT District 3 Planning office provided estimates of state and federal transportation funding for the TPO for years 2025-2050. The forecast categorizes FDOT's major programs into capacity and non-capacity programs. It should be noted that this is not the total amount of funds that are spent on the transportation system. The vast majority of transportation funds are spent on operations and maintenance of the existing system. These are programs such as roadway surfacing and safety. Once all of the maintenance obligations are satisfied, the remaining funds are available for capacity projects.

Forecasted revenues for capacity programs are used to expand existing transportation systems that support economic competitiveness and improve quality of life.

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit).

SIS Highways Construction & ROW – Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). Eligible activities under this program include construction, improvement, and associated right-of-way for roads that are classified as part of the SIS. Examples of roadways that are part of the SIS include:

- Interstates 10 and 110
- Airport Boulevard
- State Road 87
- US Highway 29
- State Road 173 (Blue Angel Parkway)
- US Highway 98

Other Arterial Construction / ROW – Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. It also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP).

Aviation – Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.

Transit – Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.

Seaport Development – Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.

Transportation Management Area Funds (TMA) – Areas with a population over 200,000 qualify for TMA funds. These are areas that must comply with section transportation planning requirements.

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. In a typical Work Program cycle the non-capacity dollars make up approximately 50-60% of the Work Program's budget.

Some of the characteristic activities include the following:

- Safety Programs
- Resurfacing Programs
- Bridge Programs
- Product Support
- Operations & Maintenance Program
- Administration and Other.

Safety Programs – Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.

Resurfacing Programs – Resurfacing of pavements on the State Highway System and local roads as provided by state law.

Bridge Programs – Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).

Product Support – Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).

Operations & Maintenance Program – Activities to support and maintain transportation infrastructure once it is constructed and in place.

Administration and Other – Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.

Alabama Revenue

ALDOT provided a Memorandum dated February 23, 2024 (Appendix F-72). The memo is for the TPOs to use for development of their revenue forecasts for the Long-Range Transportation Plans and is located in the Financial Resources Report and Appendix F (Appendix F-72). The ALDOT funding memorandum further explains the available funding for Alabama projects. AL capacity funding includes Construction, utilities, associated right-of-way, and design work that increases the vehicle capacity of highways in Alabama. AL Operations and Maintenance includes construction, utilities, associated right-of-way, and design work that improves the operation, improves the condition, or increases the longevity of highways in Alabama. AL Transit funding includes FTA 5307 funding. Current funding identified in the Transportation Improvement Program (TIP) is from the adopted TIP available online at: http://flaltpo.dtstiptool.com/.

Revenue Summaries for Florida and Alabama

Listed in **Table 46** and **Table 47** below are the projections provided by FDOT and ALDOT for the FL-AL TPO to use in development of the 2050 FL-AL Long-Range Transportation Plan. The TIP projects are from the FY 2025-2029 and 2026-2030 TIPs and the costs will equal the revenue. These tables are presented in Year of Expenditure dollars.

7.8.2 Florida

Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and FDOT Revenue Forecast Handbook, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will use inflation factors to adjust project costs from “Present Day Cost” dollars to future YOE dollars. **Table 48** assists the TPO in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2022/23 dollars and the project is planned to be implemented in the 2025/26-2029/30 time period, the TPO should multiply the cost estimate by 1.16 to convert the cost estimate to YOE dollars. The inflation multipliers are based on FDOT’s inflation factors associated with developing recent Work Programs.

Table 46. 2050 Funding (FL)

Capacity Programs	Time Periods (Fiscal Years)				
	2026-2030 (TIP)	2031-2035	2036-2040	2041-2050	26-Year Total
SIS Highways Construction & ROW	$448.23	$113.73	$27.76	$966.81	$1,587.77
Non-SIS	$18.85	$27.87	$28.98	$58.97	$135.98
Transit	$7.33	$7.93	$8.29	$16.92	$43.14
TMA / SU Funds	$60.58	$88.54	$104.05	$266.26	$554.05
Total Capacity Programs*	$531.81	$236.28	$167.17	$1,305.01	$2,307.72

Table 47. 2050 Funding (AL)

Capacity Programs	Time Periods (Fiscal Years)				
	2026-2030 (TIP)	2031-2035	2036-2040	2041-2050	26-Year Total
Capacity	$1.14	$1.97	$2.08	$4.47	$9.66
Operations and Maintenance	$2.27	$3.11	$3.27	$7.05	$15.22
Transit	$0.80	$0.84	$0.88	$1.90	$4.56
TMA / SU Funds	$1.68	$1.77	$1.86	$4.00	$9.63
Total Capacity Programs*	$6.08	$7.88	$8.28	$17.81	$40.72

*Estimates provided by the Florida Department of Transportation, which comes from the 2050 FDOT Revenue Forecast Handbook, Table 30 [State Highway System (SHS) Non-SIS], Table 31 [Other Roads (Non-SIS, Non-SHS)] Table 32 [Transit], and Table 27 [Federal Surface Transportation Block Grant (STBG) / Transportation Management Area (TMA)]; as supplemented by FDOT D3. TIP totals have been combined. SIS revenues have been updated consistent with the 2050 LRTP Appendix H. SIS TIP years include the First and Second SIS Five Year Plans. SIS is **purple**. Non-SIS + TMA and SU is **blue**. Transit is **green**.

FDOT D3 provided an update on October 1, 2024 (Appendix F-73), supplementing the FL-AL 2050 Revenue Forecast for Table 27 funds, and adjusting the funding from the District level to the TPO level based on statutory fair share percentage for member counties. Updated funding was also provided for the Transportation Alternatives (TA) and Transportation Regional Incentive Program (TRIP), but those dollars were not included in the capacity funding. The supplemental funding adds to (supplements) the Revenue Forecast Handbook Table 27, as clarified by FDOT D3 on October 8, 2024.

SIS projects and costs are obtained from the FDOT SIS Plans available at:

https://www.fdot.gov/planning/systems/sis

Strategic Intermodal System (SIS) Funding is from the SIS Plans:

- Adopted Five-Year Plan (July 2023) (FY 24-28)
- Approved Second Five-Year Plan (July 2023) (FY 29-33)
- Long-Range Cost Feasible Plan (July 2024) (FY 35-50)

Non-Strategic Intermodal System (Non-SIS) Capacity funding includes:

- State Highway System (SHS, non-SIS) [Handbook Table 30] (Appendix F-71)
- Other Roads (Non-SIS, Non-SHS) [Handbook Table 31] (Appendix F-72)
- Federal Surface Transportation Block Grant (STBG) Transportation Management Area (TMA) [Handbook Table 27 as supplemented by FDOT D3 (March and April 2025)] (Appendix F-70)

In this table, Capacity funding does not include:

- Carbon Reduction Program [Handbook Table 29] (Appendix F-71)
- Transportation Alternatives (TA) [Handbook Table 28] (Appendix F-70)
- Transportation Regional Incentive Program (TRIP) [Handbook Table 15] (Appendix F-34)

Transportation Management Area (TMA) funds are federal funds provided to areas with a population over 200,000. The FL-AL TPO is a TMA and is eligible to receive TMA funds. Federal TMA and SU (planning) funding is identified in the FDOT Revenue Forecast, Table 27, which is in provided in Appendix F of the 2050 LRTP.

Current funding identified in the Transportation Improvement Program (TIP) is from the adopted TIP available online at: https://ecrc.org/programs/transportation_planning/plans_and_documents/index.php#outer-140.

7.8.3 Alabama

ALDOT provided a Memorandum dated February 23, 2024 (Appendix F-72). The memo is for the TPOs to use for development of their revenue forecasts for the Long-Range Transportation Plans and is located in the Financial Resources Report and Appendix F (Appendix F-72). The ALDOT funding memorandum further explains the available funding for Alabama projects. AL capacity funding includes Construction, utilities, associated right-of-way, and design work that increases the vehicle capacity of highways in Alabama. AL Operations and Maintenance includes construction, utilities, associated right-of-way, and design work that improves the operation, improves the condition, or increases the longevity of highways in Alabama. AL Transit

funding includes FTA 5307 funding. Current funding identified in the Transportation Improvement Program (TIP) is from the adopted TIP available online at: http://flaltpo.dtstiptool.com/.

Non-SIS + O&M + TMA and SU is **blue**. Transit is **green**. There are no SIS projects for AL.

7.8.4 Project Costs

The first years (2026-2030) are the TIP projects and are listed in the Cost Feasible Plan Spreadsheet (Appendix H of the Final Report). The SIS Costs are derived from the FDOT SIS Cost Feasible Plan that was posted on the FDOT Web Site. The cost estimates for the Non-SIS, Alabama, and local projects for 2031-2050 are based on typical costs provided by DOT or if more precise costs are provided by the DOT Project Manager. The costs for 2031-2050 are expressed in Year of Expenditure by using a multiplier methodology as listed below.

Florida Costs

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.

- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

Inflation Factors

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from “present day cost” dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not

included in FDOT's forecast to YOE dollars. The inflation multipliers shown below are based on FDOT's inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

Table 25 from the *FDOT Revenue Forecast Handbook* (June 2023) provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.



INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflations Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC $	PROJECT COST IN 2023/24 PDC $	PROJECT COST IN 2024/25 PDC $
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

Using the Inflation Factors by Time Band

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

YOE dollars = 2022/23 dollars X 2023 PDC multiplier for 2025/26-2029/30 time band

The *FDOT Revenue Forecast Handbook* (June 2023) provides additional guidance in *Handbook* Table 26.

Adjusting Local Revenue Estimates

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in *Handbook* Table 26.

YOE dollars = 2022/23 PDC dollars X Multiplier for 2026/27 Fiscal Year

Alabama Costs

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

Table 48. Inflation Factors to Convert Project Estimates to YOE

Time Period for Planned Project or Project Phase Implementation	Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars		
	Project Cost in 2022/2023 PDC $*	**Project Cost in 2023/2024 PDC $***	**Project Cost in 2024/2025 PDC $***
2024-2025	1.04	1.03	N/A
2026-2030	1.16	1.13	1.10
2031-2035	1.37	1.33	1.29
2036-2040	1.61	1.61	1.56
2041-2050	2.06	2.00	1.94

Multipliers are based on the following annual inflation estimates:

From	To	Annual Rate
2022 Dollars	2023 Dollars	Base
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 and Beyond	3.3

Source FDOT Revenue Forecasting Handbook, 2023

*"PDC $" means "Present Day Cost

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

7.8.5 Project Cost Summary

The 2050 Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and Alabama Projects) are shown in **Appendix H** by the following four categories (2020-2025, 2026-2030, 2031-2035, and 2036-2045). Projects with federal funding and projects with funding needs beyond 2050 are also identified in **Appendix H.** Note that the costs listed here reflect *total project cost* of all project phases where the cost-feasible phases are in YOE.

Florida 2050 Cost-Feasible Plan Costs Shown by Project Category (including SIS)

Capacity Projects	$ 8,392,812,269
Corridor Management Projects	$ 15,634,692
Intersection Projects	$ 1,452,508,766
7-Layer Cake Projects	$ 43,115,459
Public Transportation Projects	$ -
Bicycle/Pedestrian/Trail Projects	$ 68,091,209
Total	**$ 9,972,162,395**

The FL **Capacity Projects** with at least one cost-feasible phase, are calculated from the spreadsheet in the 2050 LRTP Appendix H, including the TIPs, for the following projects (noting that not all phases of these projects are Cost-Feasible).

- [203] SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity from US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road
- [204] US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan] from US 90 (Mobile Hwy) to SR 99 (Beulah Road)
- [210] SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6] from SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy) to SR 173 (S. Blue Angel Parkway)
- [211] SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] from SR 173 (S. Blue Angel Parkway) to SR 727 (Fairfield Drive)
- [212] SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6] from SR 727 (S. Fairfield Dr) to SR 295 (Navy Blvd)
- [213] SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity from US 90 (Mobile Hwy) to SR 298 (Lillian Hwy)
- [216] US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity from Muscogee Road to I-10 New Interchange
- [234] US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1) from Scenic Highway to Escambia River Bridge (Santa Rosa Line)
- [235] SR 99 (Beulah Road) - Provide 4 Lanes of Capacity from Nine Mile Road to I-10 New Interchange
- [239] US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity from SR 99 (Beulah Road) to SR 297 (Pine Forest Road)
- [250] US 90 - Provide 6 Lanes of Capacity (Segment 2) from Escambia River Bridge (Santa Rosa Line) to Simpson River Bridge
- [251] US 90 - Provide 6 Lanes of Capacity (Segment 3) from Simpson River Bridge to Third Avenue
- [252] US 90 - Provide 6 Lanes of Capacity (Segment 4) from Third Avenue to CR 197A Bell Lane
- [253] US 90 - Provide 6 Lanes of Capacity (Segment 5) from CR 197A Bell Lane to Glover Lane
- [259] SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] from US 90 to CR 191 (Munson Hwy)

- [260] SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8] from CR 191 (Munson Hwy) to SR 87N
- [261] US 90 - Provide 6 Lanes of Capacity from Glover Lane to SR 87 N (Stewart Street)
- [262] US 90 (Caroline Street) - Provide 4 Lanes of Capacity from SR 87 N (Stewart Street) to CR 89 (Ward Basin Road)
- [263] US 90 - Provide 4 Lanes of Capacity from CR 89 (Ward Basin Road) to SR 87 S
- [266] Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration from E. Wright Street to SR 295 (E. Fairfield Dr)
- [269] Connecting the Collectors - Eglin AFB at Hurlburt Field from Navarre Community Access Road to Hurlburt Field
- [272] CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd from SR 10 (US 90A) West Nine Mile Road to CR 297A
- [273] SR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of I-10 from Sharon Lane to SR 10 (US 90A) West Nine Mile Road
- [274] Navarre Community Access Road - Provide 2 Lanes of New Capacity from Edgewood Drive to Panhandle Trail / Fox Den Drive / Whispering Pines Rd
- [283] I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] from E of SR 281 (Avalon Blvd) to East of Blackwater River
- [284] I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] from East of Blackwater River to East of SR 87
- [285] I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS] from East of SR 87 to Miller Bluff Road
- [286] I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS] from Miller Bluff Road to Okaloosa County Line
- [287] US 98 (SR 30) [Gulf Breeze Pkwy] - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3] from E. of Pensacola Bay Bridge to E. of Bayshore Rd
- [288] US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1) from Portside Drive to Bergren Road
- [289] US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1) from Bergren Road to Ramble Bay Lane
- [290] US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1) from Ramble Bay Lane to Ortega Street
- [291] US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1) from Ortega Street to Okaloosa County Line
- [293] SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF] from SR 292 (Gulf Beach Highway) / Sorrento Road to US 98
- [294] SR 173 [N. Blue Angel Parkway] - (PD&E only) Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS Unfunded Need 717] [MAF] from US 98 to SR 297 (Pine Forest Road)
- [299] SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF] from Pine Forest Drive to Sharon Lane

The FL **Corridor Management Projects** are identified in the 2050 LRTP Appendix H:

- [402] US 90 (W. Cervantes St) - Road Diet from Dominques St to A St

The FL **Intersection Projects** are identified in the 2050 LRTP Appendix H:

- [801] SR 289 (Ninth Avenue) / Langley / Tippen - Major Intersection ImprovementSR 289 (Ninth Avenue) / Langley / Tippen
- [806] I-10 (SR 8) at SR 99 (Beulah Road) - New Interchange Major Intersection Improvement (Includes I-10 6-Lane Capacity from SR 99 to State Line) from Alabama State Line to East of EB Weigh Station
- [807] I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5) from East of EB Weigh Station to East of SR 10 (US 90A) Nine Mile Road (includes interchange)
- [808] I-10 (SR 8) from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes SR 297 / Pine Forest Rd interchange at Exit 7) [SIS project ID 3574] from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes interchange)
- [809] I-10 (SR 8) at SR 297 [Pine Forest Road] - Major Intersection Improvement Exit 7 [SIS project ID 3574] and Interim WB Ramp Extension from I-10 at SR 297 (Pine Forest Road) to I-10 at SR 297 (Pine Forest Road)
- [407] SR 295 (Navy Blvd) [N and S segments] - Corridor Management. MIRR Project 5.5.2 Navy Blvd Improvements from SR 292 (Gulf Beach Hwy) to Bayou Grande Bridge / Duncan Road / NAS Entrance

The FL **Seven-Layer Cake Projects** are identified in the 2050 LRTP Appendix H:

- [600] Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1
- [601] Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP]
- [609] SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141 from Hyde Park Rd to Massachusetts Ave
- [629] SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75 from SR 87 to Santa Rosa Okaloosa County Line
- [654] ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP]
- [655] ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP]

The FL **Public Transportation Projects** are identified in the 2050 LRTP Appendix H for the following projects:

- Public Transportation Capital Improvements (set-aside funds).

The FL **Bicycle / Pedestrian / Trail Projects** are identified in the 2050 LRTP Appendix H for the following projects:

- Implementation of project from the FL-AL TPO Bicycle and Pedestrian Plan (set-aside funds)
- Develop a Regional Trail System / Network (set-aside funds)
- [9] Gregory St - Connectivity to Legion Field Park via Gregory St from L St to G St

- [71] W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FY-AL TPO FY25-29 TIP from Barrancas Ave to Clubbs St
- [74] SR 196 Bayfront Parkway / Downtown Waterfront Connector Trail Phase 1 [SIS 3452] from S. Alcaniz Street to N. 14th Avenue
- [75] Legion Field Park and Global Learning Academy (TA Project) [FY-AL TPO FY25-29 TIP]
- [76] N. Hayne Street (TA Project) [FY-AL TPO FY25-29 TIP] from E. Blount Street to E. Jordan Street
- [77] N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FY-AL TPO FY25-29 TIP] from E. Cervantes Street to E. Blount Street
- [135] E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FY-AL TPO FY25-29 TIP] from West of Chemstrand Road to Cody Lane / Johnson Avenue
- [136] SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FY-AL TPO FY25-29 TIP] from CR 292A Gulf Beach Hwy to SR 292 Sorrento Road
- [137] City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98 from McClure Dr to Commercial District and East Side of the City
- [138] SR 292 (Sorrento Road) from CR 293 (Bauer Road) to CR 292A (Gulf Beach Highway) (MIRR 5.5.6) [FY-AL TPO FY25-29 TIP] from CR 293 (Bauer Road) to CR 292A (Gulf Beach Highway)
- [139] SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FY-AL TPO FY26-30 TIP] from North 65th Ave to North 57th Ave
- [140] SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FY-AL TPO FY26-30 TIP] from Tarragona St to 14th Avenue
- [141] Soundview SUNTrail [FY-AL TPO FY26-30 TIP] from Shoreline Drive / US 98 to Bob Sikes Bridge
- [146] Nine Mile Rd Pedestrian Overpass from Rebel Rd to Beulah Middle School
- [151] E. Maxwell Street Sidewalks [FY-AL TPO FY26-30 TIP] from N. Hayne St to N. 12th Ave.

<u>Alabama</u> 2050 Cost-Feasible Plan Costs Shown by Project Category

Capacity Projects	$	23,352,500
Corridor Management Projects	$	-
Intersection Projects	$	-
Seven-Layer Cake Projects	$	-
Public Transportation Projects	$	-
Bicycle / Pedestrian / Trail Projects	$	-
Total	**$**	**23,352,500**

The **AL Capacity Projects** are identified in the 2050 LRTP Appendix H for the following projects:

- [308] AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity from AL SR 59 to Beaver Creek Lane

There are no identified AL projects for the following:

- Corridor Management Projects
- Intersection Projects
- Seven-Layer Cake Projects
- Public Transportation Projects
- Bicycle / Pedestrian / Trail Projects.

Total 2050 Cost-Feasible Plan Costs Shown by Project Category

Capacity Projects	$	8,416,164,769
Corridor Management Projects	$	15,634,692
Intersection Projects	$	1,452,508,766
Seven-Layer Cake Projects	$	43,115,459
Public Transportation Projects	$	-
Bicycle / Pedestrian / Trail Projects	$	68,091,209
Total	**$**	**9,995,514,895**

List of Projects, Maps, and Spreadsheets

In addition to the projects in the current TIP, and SIS Plans, four alternatives for the 2050 Cost Feasible Plan were developed: (1) Scenario 2A Non-SIS Projects (based on Project Priorities); (2) Scenario 2B Evaluation Criteria (Non-SIS); (3) Scenario 2C Multi-Modal (Non-SIS); and (4) AL Projects. These alternatives are explained beginning in Section 7.2.4 of the 2050 LRTP. Through input from the public and the Steering Committee, a hybrid (Non-SIS) alternative largely based on the Project Priorities was recommended to go forward for review and approval, as described in Section 7.2.7 of the 2050 LRTP. Public input is described in Section 7.3 of the 2050 LRTP. Steering Committee review is described in Section 7.4 of the 2050 LRTP. The Adopted CFP is described in Section 7.5. The list of projects maps, and spreadsheets from the adopted 2050 Cost Feasible Plan is listed in Section 7.5 of the 2050 LRTP and are not repeated in this section. Appendix H provides the phases identified in Section 7.4 that are Cost Feasible in both PDC and YOE, along with the Fiscal Constraint Summary Spreadsheet, provided on the first page of Appendix H. Provided below are the tables from Appendix H for: SIS (**Table 49**), Non-SIS (**Table 50**), and AL (**Table 51**) projects in YOE.

Table 49. Strategic Intermodal System (SIS) Year of Expenditure (YOE)

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) at SR 99 (Beulah Road) - New Interchange Major Intersection Improvement (Includes I-10 6-Lane Capacity from SR 99 to State Line)	806	1	4331131	Alabama State Line to East of EB Weigh Station	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 280,666,564	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 280,666,564	0.00%	-	All	**$ 280,666,564**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5)	807	2	4379052	East of EB Weigh Station to East of SR 10 (US 90A) Nine Mile Road (includes interchange)	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 815,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ 163,295,982	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 104,223,960	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 265,668,942	0.00%	-	All	**$ 267,519,942**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes SR 297 / Pine Forest Rd interchange at Exit 7) [SIS project ID 3574]	808	3	4379053	E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes interchange)	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 21,233,000	100.00%	YOE 31-35	State	$ -	$ 29,089,210	$ -	$ -	$ 29,089,210	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 21,233,000	100.00%	-	All	**$ -**	**$ 29,089,210**	**$ -**	**$ -**	**$ 29,089,210**	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 254,205,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 523,662,300	$ 523,662,300	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 254,205,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 523,662,300**	**$ 523,662,300**	

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) at SR 297 [Pine Forest Road] - Major Intersection Improvement Exit 7 [SIS project ID 3574] and Interim WB Ramp Extension	809	3	4379054, 4545071	I-10 at SR 297 (Pine Forest Road) to I-10 at SR 297 (Pine Forest Road)	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%	YOE 31-35	State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	$ -	$ -	$ -	$ -	
							$ -	0.00%	YOE 41-45	State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF]	293	9	4210121	SR 292 (Gulf Beach Highway) / Sorrento Road to US 98	Provide 4 Lanes of Capacity on Blue Angel Parkway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 151,576,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 312,246,560	$ 312,246,560	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 151,576,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 312,246,560**	**$ 312,246,560**	
US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1)	291	15	2204265	Ortega Street to Okaloosa County Line	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 60,000	100.00%	YOE 36-40	State	$ -	$ -	$ 96,600	$ -	$ 96,600	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 60,000	100.00%	-	All	**$ -**	**$ -**	**$ 96,600**	**$ -**	**$ 96,600**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 89,287,336
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 43,343,367	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 103,717,613
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 50,348,356	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1)	290	14	2204266	Ramble Bay Lane to Ortega Street	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 13,750,000	100.00%	YOE 36-40	State	$ -	$ -	$ 22,137,500	$ -	$ 22,137,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 13,750,000	100.00%	-	All	$ -	$ -	$ 22,137,500	$ -	$ 22,137,500	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 69,129,177
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 80,301,569
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1)	288	12	2204263	Portside Drive to Bergren Road	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,950,000	100.00%	YOE 36-40	State	$ -	$ -	$ 7,969,500	$ -	$ 7,969,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 4,950,000	100.00%	-	All	$ -	$ -	$ 7,969,500	$ -	$ 7,969,500	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 11,000,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 22,660,000	$ 22,660,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 11,000,000	100.00%	-	All	$ -	$ -	$ -	$ 22,660,000	$ 22,660,000	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 164,055,669
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 79,638,674	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1)	289	13	2204264	Bergren Road to Ramble Bay Lane	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,400,000	100.00%	YOE 36-40	State	$ -	$ -	$ 7,084,000	$ -	$ 7,084,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 4,400,000	100.00%	-	All	$ -	$ -	$ 7,084,000	$ -	$ 7,084,000	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 112,061,010
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 54,398,549	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 130,171,880
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 63,190,233	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319]	282	-	4130624	SR 281 (Avalon Blvd) to Okaloosa County Line	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319]	283	5	4130626	E of SR 281 (Avalon Blvd) to East of Blackwater River	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 6,900,000	100.00%	YOE 31-35	State	$ -	$ 9,453,000	$ -	$ 9,453,000	$ 9,453,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 6,900,000	100.00%	-	All	**$ -**	**$ 9,453,000**	**$ -**	**$ -**	**$ 9,453,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 2,100,000	100.00%	YOE 36-40	State	$ -	$ -	$ 3,381,000	$ -	$ 3,381,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 2,100,000	100.00%	-	All	**$ -**	**$ -**	**$ 3,381,000**	**$ -**	**$ 3,381,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 368,275,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 758,646,500	$ 758,646,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 368,275,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 758,646,500**	**$ 758,646,500**	
I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518]	284	6	4130627	East of Blackwater River to East of SR 87	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA* - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,300,000	100.00%	YOE 31-35	State	$ -	$ 5,891,000	$ -	$ -	$ 5,891,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting* - TOTAL	$ 4,300,000	100.00%	-	All	**$ -**	**$ 5,891,000**	**$ -**	**$ -**	**$ 5,891,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 3,000,000	100.00%	YOE 36-40	State	$ -	$ -	$ 4,830,000	$ -	$ 4,830,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 3,000,000	100.00%	-	All	**$ -**	**$ -**	**$ 4,830,000**	**$ -**	**$ 4,830,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 178,254,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 367,203,240	$ 367,203,240	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 178,254,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 367,203,240**	**$ 367,203,240**	

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS]	285	7	4130628	East of SR 87 to Miller Bluff Road	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA* - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 4,950,000	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting* - TOTAL	$ -	0.00%	-	All	**$ 4,950,000**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 2,600,000	100.00%	YOE 31-35	State	$ -	$ 3,562,000	$ -	$ -	$ 3,562,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 2,600,000	100.00%	-	All	**$ -**	**$ 3,562,000**	**$ -**	**$ -**	**$ 3,562,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 75,331,000	100.00%	YOE 31-35	State	$ -	$ 103,203,470	$ -	$ -	$ 103,203,470	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 75,331,000	100.00%	-	All	**$ -**	**$ 103,203,470**	**$ -**	**$ -**	**$ 103,203,470**	
I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS]	286	8	4130629	Miller Bluff Road to Okaloosa County Line	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 5,000,000	100.00%	YOE 31-35	State	$ -	$ 6,850,000	$ -	$ -	$ 6,850,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 5,000,000	100.00%	-	All	**$ -**	**$ 6,850,000**	**$ -**	**$ -**	**$ 6,850,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 14,214,000
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 6,900,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 185,400,000
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 90,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 (SR 30) [Gulf Breeze Pkwy] from Baybridge Dr to Bayshore Rd (Gulf Islands Natl Seashore Naval Live Oaks) - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3]	287	11	2204268	Baybridge Dr to Bayshore Road	Provide 6 Lanes Capacity on US 98 through Gulf Islands National Seashore	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 2,310,000	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ 2,100,000	0.00%	-	All	**$ 2,310,000**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 3,500,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 7,210,000	$ 7,210,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 3,500,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 7,210,000**	**$ 7,210,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 105,261,692
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 51,097,909	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 134,501,051
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 65,291,772	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Table 50. Non-Strategic Intermodal System (Non-SIS) Year of Expenditure (YOE)

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1	600	17	4515241	Multiple to Multiple	Regional Intelligent Traffic Management Center (Regional ITS Program)	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ 14,000,000	100.00%	All YoE	Federal	$ 5,767,459	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 14,000,000	100.00%	-	All	$ 5,767,459	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000	
Fully Funded	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP]	654	17	4515242	4515242	Florida-Alabama TPO ITS Fiber Deployment - Escambia County [Tentative Work Program FY26-30]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ 179,333	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	$ 179,333	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%	All YoE	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Fully Funded	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP]	655	17	4515243	Multiple to Multiple	Florida-Alabama TPO ITS Fiber Deployment - Santa Rosa County [Tentative Work Program FY26-30]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ 357,667	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	$ 357,667	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%	All YoE	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7] [FY25-29 TIP]	601	18	4125452	Multiple to Multiple	Traffic Signal Coordination and ATMS Operations	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 20,000,000	100.00%	All YoE	Federal	**$ -**	$ 5,000,000	$ 5,000,000	$ 10,000,000	$ 20,000,000	
								$ -	0.00%		State	$ 2,400,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 20,000,000	100.00%	-	All	**$ 2,400,000**	**$ 5,000,000**	**$ 5,000,000**	**$ 10,000,000**	**$ 20,000,000**	
Partially Funded	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	609	19		Hyde Park Rd to Massachusetts Ave	High Injury Network Escambia-7, Rank 141	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 150,000	100.00%	YOE 31-35	State*	$ -	$ 205,500	$ -	$ -	$ 205,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 150,000	100.00%	-	All	**$ -**	**$ 205,500**	**$ -**	**$ -**	**$ 205,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	629	20		SR 87 to Santa Rosa Okaloosa County Line	High Injury Network Santa Rosa-2, Rank 75	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 150,000	100.00%	YOE 31-35	State*	$ -	$ 205,500	$ -	$ -	$ 205,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 150,000	100.00%	-	All	**$ -**	**$ 205,500**	**$ -**	**$ -**	**$ 205,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 5,000,000	$ 5,000,000	$ 10,000,000	$ 20,000,000
State	$ 411,000	$ -	$ -	$ 411,000
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Other Transportation Needs (LRTP)	-	46				PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 3,482,878	100.00%	All YoE	Federal	**$ -**	$ 1,500,000	$ 1,500,000	$ 3,000,000	$ 6,000,000	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 3,482,878	100.00%	-	All	**$ -**	**$ 1,500,000**	**$ 1,500,000**	**$ 3,000,000**	**$ 6,000,000**	
Fully Funded	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd	272	21	4410563	SR 10 (US 90A) West Nine Mile Road to CR 297A	Provide 4 Lanes of Capacity on Pine Forest Road North of Nine Mile Rd with Roundabout at CR 297 and CR 297A with Median U-Turns on Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 12,015,000	100.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	$ 24,750,900	$ 24,750,900	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 12,015,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 24,750,900**	**$ 24,750,900**	
Fully Funded	SR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of I-10	273	21	4410562	Pine Forest Drive to SR 10 (US 90A) West Nine Mile Road	Provide 4 Lanes of Capacity on Pine Forest Road North of I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 82,435,980	73.00%	YOE 36-40	Federal	$ -	$ -	$ 132,721,928	$ -	$ 132,721,928	
								$ 30,490,020	27.00%	YOE 36-40	State	$ -	$ -	$ 49,088,932	$ -	$ 49,088,932	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 112,926,000	100.00%	-	All	**$ -**	**$ -**	**$ 181,810,860**	**$ -**	**$ 181,810,860**	
							CST & CEI	$ 37,541,000	100.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	$ 77,334,460	$ 77,334,460	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 37,541,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 77,334,460**	**$ 77,334,460**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 1,500,000	$ 134,221,928	$ 105,085,360	$ 240,807,288
State	$ -	$ 49,088,932	$ -	$ 49,088,932
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

Florida-Alabama TPO
Transportation Planning Organization

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF]	299	22	4410562	Pine Forest Drive to I-10 (SR 8)	Provide 6 Lanes of Capacity on Pine Forest Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%	YOE 36-40	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 7,867,567	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 10,053,002	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan]	204	22	2186055	US 90 (Mobile Hwy) to SR 99 (Beulah Road)	Provide 6 Lanes of Capacity on W. Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 31-35	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,140,227	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 31-35	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,280,454	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 21,664,314	100.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 44,628,487	$ 44,628,487	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 21,664,314	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 44,628,487**	**$ 44,628,487**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 62,552,359
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 30,365,223	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	239	22	2186055, 2185192	SR 99 (Beulah Road) to SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity on W. Nine Mile Road	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 2,597,184	100.00%	YOE 41-45	State*	$ -	$ -	$ -	$ 5,350,199	$ 5,350,199	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA* - TOTAL	$ 2,597,184	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 5,350,199**	**$ 5,350,199**	
							PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 5,194,368	100.00%	YOE 41-45	State*	$ -	$ -	$ -	$ 10,700,398	$ 10,700,398	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting* - TOTAL	$ 5,194,368	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 10,700,398**	**$ 10,700,398**	
							ROW	$ 32,075,221	65.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 66,074,955	$ 66,074,955	
								$ 17,271,273	35.00%	YOE 46-50	State	$ -	$ -	$ -	$ 35,578,822	$ 35,578,822	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 49,346,494	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 101,653,777**	**$ 101,653,777**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 123,054,572
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 59,735,229	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ 110,703,443	$ 110,703,443
State	$ -	$ -	$ 51,629,419	$ 51,629,419
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	210	28	4210114, 4210115	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy) to SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity on Sorrento Road	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA* - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 9,900,000	100.00%	YOE 36-40	State*	$ -	$ -	$ 15,939,000	$ -	$ 15,939,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting* - TOTAL	$ 9,900,000	100.00%	-	All	**$ -**	**$ -**	**$ 15,939,000**	**$ -**	**$ 15,939,000**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 216,300,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 105,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 368,328,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 178,800,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity	216	27	4331132, 4331133	Muscogee Road to I-10 New Interchange	Provide 4 Lanes of New Road Capacity as US 29 Connector West Bypass [Segment 1]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,413,593	100.00%	YOE 31-35	State*	$ -	$ 1,936,622	$ -	$ -	$ 1,936,622	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,413,593	100.00%	-	All	**$ -**	**$ 1,936,622**	**$ -**	**$ -**	**$ 1,936,622**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 2,827,186	100.00%	YOE 31-35	State*	$ -	$ 3,873,245	$ -	$ -	$ 3,873,245	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,827,186	100.00%	-	All	**$ -**	**$ 3,873,245**	**$ -**	**$ -**	**$ 3,873,245**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 55,328,029
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 26,858,267	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 66,976,036
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 32,512,639	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity	235	27	4331132, 4331133	Nine Mile Road to I-10 New Interchange	Provide 4 Lanes of Capacity on Beulah Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,502,583	100.00%	YOE 31-35	State*	$ -	$ 2,058,539	$ -	$ -	$ 2,058,539	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,502,583	100.00%	-	All	**$ -**	**$ 2,058,539**	**$ -**	**$ -**	**$ 2,058,539**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 3,005,165	100.00%	YOE 31-35	State*	$ -	$ 4,117,076	$ -	$ -	$ 4,117,076	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,005,165	100.00%	-	All	**$ -**	**$ 4,117,076**	**$ -**	**$ -**	**$ 4,117,076**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 58,811,080
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 28,549,068	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 71,192,360
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 34,559,398	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ 11,985,482	$ 15,939,000	$ -	$ 27,924,482
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 (Caroline Street) - Provide 4 Lanes of Capacity	262	39	4409152	SR 87 N (Stewart Street) to CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 31,875,000	85.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 65,662,500	$ 65,662,500	
								$ 5,625,000	15.00%	YOE 46-50	State	$ -	$ -	$ -	$ 11,587,500	$ 11,587,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 37,500,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 77,250,000**	**$ 77,250,000**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 151,410,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 73,500,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity	261	38	4409151	Glover Lane to SR 87 N (Stewart Street)	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,293,989	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 4,381,006	28.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 9,024,872	$ 9,024,872	
								$ 11,265,443	72.00%	YOE 46-50	State	$ -	$ -	$ -	$ 23,206,813	$ 23,206,813	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 15,646,449	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 32,231,685**	**$ 32,231,685**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 39,017,303
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 18,940,439	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 4 Lanes of Capacity	263	40	4409153	CR 89 (Ward Basin Road) to SR 87 S	Provide 4 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 95,954,920
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 46,580,058	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 116,155,956
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 56,386,386	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ 74,687,372	$ 74,687,372
State	$ -	$ -	$ 34,794,313	$ 34,794,313
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration	266	23	4531531, 4529311	E. Wright Street to SR 295 (E. Fairfield Dr)	Provide Two-Way Restoration on Davis Hwy / Martin Luther King	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,375,945	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 14,172,234
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 6,879,725	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 2)	250	34	2204365	Escambia River Bridge (Santa Rosa Line) to Simpson River Bridge	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 7,700,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 1,596,500
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 775,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 353,209,388
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 171,460,868	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 3)	251	35	2204366	Simpson River Bridge to Third Avenue	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,520,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 3,106,892
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 1,508,200	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 150,909,356
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 73,256,969	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 4)	252	36	2204367	Third Avenue to CR 197A Bell Lane	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 5,500,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 111,307,362
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 54,032,700	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 307,913,309
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 149,472,480	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 5)	253	37	2204368	CR 197A Bell Lane to Glover Lane	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing (FDOT)	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 61,079,824
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 29,650,400	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 332,549,176
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 161,431,639	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	212	30	2184932	SR 727 (S. Fairfield Dr) to SR 295 (Navy Blvd)	Provide 4 Lanes of Capacity on Gulf Beach Highway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,600,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 43,466,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 21,100,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 62,212,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 30,200,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	211	29	2184933	SR 173 (S. Blue Angel Parkway) to SR 727 (Fairfield Drive)	Provide 4 Lanes of Capacity on Sorrento Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,600,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 48,616,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 23,600,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 84,872,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 41,200,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity	203	32	2184291	US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road	Realign and Provide 4 Lanes of Capacity on Burgess Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,163,332	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 74,939,326
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 36,378,314	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	213	31	0	US 90 (Mobile Hwy) to SR 298 (Lillian Hwy)	Provide 4 Lanes of Capacity on W. Fairfield Drive	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,146,708	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,293,415	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 89,764,280
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 43,574,893	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 108,662,023
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 52,748,555	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

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Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1)	234	33	2204369	Scenic Highway to Escambia River Bridge (Santa Rosa Line)	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,870,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 17,680,568
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 8,582,800	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 99,067,542
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 48,091,040	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	Navarre Community Access Road - Provide 2 Lanes of New Capacity [MIRR 5.8.1]	274	41	4517351, 4369021	Edgewood Drive to Panhandle Trail / Fox Den Drive / Whispering Pines Road	Provide 2 Lanes of New Capacity as Navarre Community Access Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 19,958,885
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 9,688,779	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 99,794,425
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 48,443,895	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 229,527,177
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 111,420,960	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 289 (Ninth Avenue) / Langley / Tippen - Major Intersection Improvement	801	25	2186202	SR 289 (Ninth Avenue) / Langley / Tippen to SR 289 (Ninth Avenue) / Langley / Tippen	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,355,454	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,439,817	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 72,100,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 35,000,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 94,760,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 46,000,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

Florida-Alabama TPO
Transportation Planning Organization

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 (W. Cervantes St) - Road Diet	402	24	0	Dominques St to A Street	Provide Lane Elimination on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,558,772	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 7,385,460
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 3,585,175	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8]	259	42	4167488	US 90 to CR 191 (Munson Hwy)	Provide 4 Lanes of New Capacity for SR 87 Connector to NAS Whiting Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 93,426,716
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 19,436,904	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 214,881,448
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 44,704,878	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8]	260	43	4167489	CR 191 (Munson Hwy) to SR 87N	Provide 4 Lanes of New Capacity for SR 87 Connector to NAS Whiting Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 93,426,716
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 25,915,871	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 214,881,448
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 59,606,504	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

Florida-Alabama TPO
Transportation Planning Organization

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98	137	26	4515721	New 4-mile Multi-Use Pathway to Commercial District and East Side of the City	FDOT Pedestrian Bridge Highway 98 Overpass	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 824,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 400,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 9,640,800
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 4,680,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Connecting the Collectors - Eglin AFB at Hurlburt Field	269	44	0	Navarre Community Access Road to Hurlburt Field	Provide new 2 Lane Capacity as Connecting the Collectors Roadway on Eglin AFB at Hurlburt Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 4,000,000	33.29%	YOE 31-35	State	$ -	$ 5,480,000	$ -	$ -	$ 5,480,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 16,512,013
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 12,015,540	33.29%	-	All	**$ -**	**$ 5,480,000**	**$ -**	**$ -**	**$ 5,480,000**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 61,880,033
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 142,324,076
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 295 (Navy Blvd) [N and S segments] - Corridor Management. MIRR Project 5.5.2 Navy Blvd Improvements	407	45	0	SR 292 (Gulf Beach Hwy) to Bayou Grande Bridge / Duncan Road / NAS Entrance	Corridor Management Plan Implementation (Plan funded in FY24 and currently underway)	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ 350,000	100.00%	YOE 31-35	Local / Other	$ -	$ 479,500	$ -	$ -	$ 479,500	
							PD&E / NEPA - TOTAL	$ 350,000	100.00%	-	All	**$ -**	**$ 479,500**	**$ -**	**$ -**	**$ 479,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ 5,480,000	$ -	$ -	$ 5,480,000
Transit	$ -	$ -	$ -	$ -
Local	$ 479,500	$ -	$ -	$ 479,500

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*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP]	602	-	4515241	Multiple to Multiple	Escambia / Santa Rosa Regional ITS	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 5,767,459	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ 5,767,459**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Gregory St - Connectivity to Legion Field Park via Gregory St	9	-	4499171	L St to G St	Connectivity to Legion Field Park via Gregory St	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 37,608	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 94,020	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 1,696,633	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 216,246	0.00%	-	All	**$ 1,696,633**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FL-AL TPO FY25-29 TIP]	71	-	4409041	Barrancas Ave to Clubbs St	Sidewalks, Multi-Use Path, Crosswalk/Intersection	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,548,048	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 2,548,048	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ 2,548,048**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	N. Hayne Street (TA Project) [FL-AL TPO FY25-29 TIP]	76	-	4517241	E. Blount Street to E. Jordan Street	Multi-Use Path on North Hayne Street from East Blount Street to East Jordan Street.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 886,720	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 886,720	0.00%	-	All	**$ 886,720**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FL-AL TPO FY25-29 TIP]	77	-	4517242	E. Cervantes Street to E. Blount Street	Multi-Use Path on North Hayne Street from East Cervantes Street to East Blount Street. Multi-Use Path in Hollice T. Williams Park - Phase II; LAP with City of Pensacola.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 918,634	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 918,634	0.00%	-	All	**$ 918,634**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy	88	-	4554132	Hampton Inn to Gulf Islands National Seashore	Regional corridor connecting Okaloosa and Escambia counties largely along US 98 and E Bay Boulevard.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 962,500	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 396,697	0.00%	-	All	**$ 962,500**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 2,042,992
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 991,744	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 4,698,882
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,281,010	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FL-AL TPO FY25-29 TIP]	135	-	4466631	West of Chemstrand Road to Cody Lane / Johnson Avenue	Add Turn Lane(s) SR 10 (US 90) Davis Hwy at SR 10A (US 90) Scenic Hwy Intersection	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 1,403,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 1,613,450	0.00%	-	All	**$ 1,403,000**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FL-AL TPO FY25-29 TIP]	136	-	4536051	CR 292A Gulf Beach Hwy to SR 292 Sorrento Road	TPO Florida Transportation Alternatives Project Priority #1. Bike/Path Trail on SR 173 (Blue Angel Parkway) from CR 292A (Gulf Beach Highway) to SR 292 (Sorrento Road).	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 880,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 2,231,078	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 22,249	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,591,327	0.00%	-	All	**$ 2,253,327**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FL-AL TPO FY26-30 TIP]	139		4552511	North 65th Ave to North 57th Ave	Sidewalks	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 251,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 730,694	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 366,678	0.00%	-	All	**$ 730,694**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FL-AL TPO FY26-30 TIP]	140		4534761	Tarragona St to 14th Avenue	Provide SUNTrail Path on Bayfront Parkway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 7,484,170	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 8,606,795	0.00%	-	All	$ 7,484,170	$ -	$ -	$ -	$ -	
Partially Funded	West Main Street Stormwater and Multi-Modal Design Project	400		4409041	Barrancas Avenue to S. Clubbs Street	Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 2,548,048	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,500,000	0.00%	-	All	$ 2,548,048	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass - Major Intersection Improvement	812		2204268	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass to US 98 [Gulf Breeze Pkwy] at SR 399 Overpass	Provide Interchange Reconstruction	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 2,310,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,850,000	0.00%	-	All	$ 2,310,000	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 7,622,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,700,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 68,598,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 33,300,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 87,653,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 42,550,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	CR 184 Quintette Road at CR 95A Intersection	813		4553191	CR 95A to CR 95A	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,443,750	0.00%	-	All	$ 1,275,000	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

AL YOE

Table 51. Alabama (AL) Year of Expenditure (YOE)

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (AL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 3,300,498	$ -	$ 14,756,852
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 3,300,498	$ -	$ 14,756,852
Total Revenue	$ 4,241,893	$ 4,458,272	$ 9,610,395
Total Rollover	$ 941,395	$ 5,399,667	$ 253,209

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity	308		100078233, 100040566, 100040567, 100040568	AL SR 59 to Beaver Creek Lane	Provide 5 Lanes of Capacity	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,440,000	100.00%	YOE 31-35	State	$ -	$ 1,513,604	$ -	$ -	$ 1,513,604	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,440,000	100.00%	-	All	$ -	$ 1,513,604	$ -	$ -	$ 1,513,604	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,700,000	100.00%	YOE 31-35	State	$ -	$ 1,786,894	$ -	$ -	$ 1,786,894	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,700,000	100.00%	-	All	$ -	$ 1,786,894	$ -	$ -	$ 1,786,894	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 4,400,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 5,108,769	$ 5,108,769	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 4,400,000	100.00%	-	All	$ -	$ -	$ -	$ 5,108,769	$ 5,108,769	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 5,534,375	35.00%	YOE 46-50	State	$ -	$ -	$ -	$ 9,648,083	$ 9,648,083	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 9,648,083
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 15,812,500	35.00%	-	All	$ -	$ -	$ -	$ 9,648,083	$ 9,648,083	

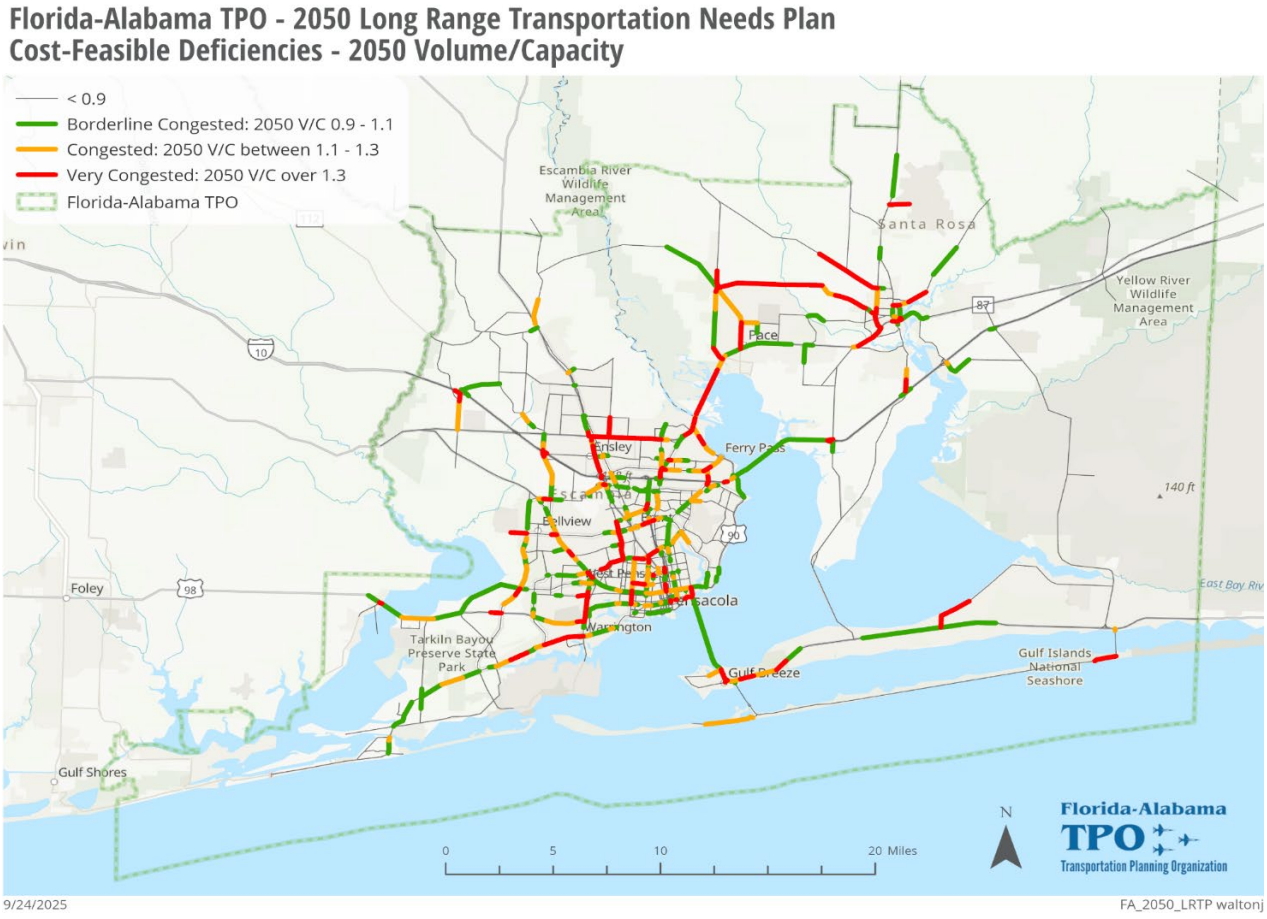
7.9 Deficiencies

Deficiencies for the adopted 2050 Cost Feasible Plan are illustrated in **Figure 59.** Deficiencies are determined from the Northwest Florida Regional Transportation Model. The 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 2050. For this analysis, the following V/C Ratios that were used are listed in **Table 52**:

Table 52. Volume to Capacity Congestion Levels

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

Figure 59. FL-AL Cost Feasible Plan Deficiency Map



The 2050 Cost Feasible Plan improvements do not address the majority of the deficiencies anticipated by 2050. The main reason for the lack of deficiencies being addressed in the 2050 Cost Feasible Plan is because of an increased number of Needs Plan projects, rising costs, and reduced revenue. The projects identified in the 2045 Long-Range Transportation Plan, but not included in the 2050 Cost Feasible Plan, are listed in **Table 53.**

Table 53. 2050 Cost Feasible Plan Compared to 2045 Cost Feasible Plan

2050 COST-FEASIBLE PLAN COMPARED TO 2045 COST-FEASIBLE PLAN [Projects identified in 2045 LRTP CFP, no longer included in 2050 LRTP CFP]				
Project Name	**From**	**To**	**Improvement**	**Reason Not Included in 2050 Plan**
Strategic Intermodal System (SIS) Projects				
I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements)			Interchange Reconfiguration	Existing + Committed (under construction)
SR 297 (Pine Forest Road) 4410561	SR 173 (Blue Angel Parkway)	SR 10 (Nine Mile Road)	Feasibility Study	Feasibility Study Complete. Project redefined as 4410563 (CR 297) and 4410562 (SR 297)
US 98 2204401	Bayshore Road	Portside Drive	6-Lane Widening	Existing + Committed (under construction)
Non-Strategic Intermodal System (Non-SIS) Projects				
CR 197A (Woodbine Road) [LOCAL FUNDS]	US 90	Five Points	Widen to 4 Lanes	Santa Rosa County redefined project
Pea Ridge Connector [Phase 1] [LOCAL FUNDS]	US 90	Hamilton Bridge Road	New 4-lane Facility	Complete
Longleaf Drive [Phase 1] [LOCAL FUNDS]	Pine Forest Road	East of Wymart Road	Corridor Improvement to 3 lanes (2 lanes plus Center Turn Lane)	Complete
Alabama Projects				
AL SR 180 (Canal Road Bypass)	AL SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Provide Major Intersection Improvement - New bypass alignment Option A	Existing + Committed (under construction)
AL SR 180 (Canal Road)	Foley Beach Express	SR 161 (Orange Beach Boulevard)	Provide 5 Lanes Capacity	Existing + Committed (under construction)

2050 COST-FEASIBLE PLAN COMPARED TO 2045 COST-FEASIBLE PLAN [Projects identified in 2045 LRTP CFP, no longer included in 2050 LRTP CFP]				
Project Name	**From**	**To**	**Improvement**	**Reason Not Included in 2050 Plan**
US98 (SR42)	Barclay Avenue	AL State Line	Paved Shoulders	Projects redefined at Steering Committee 8 (refer to meeting notes) with some segments complete, and some segments moved to Illustrative
US98 (SR42)	Hillcrest Road	Barclay Avenue	Paved Shoulders	
US98 (SR42)	CR 91	Hillcrest	Paved Shoulders	
CR99	CR 91	Carrier Drive	Paved Shoulders	
CR99	Carrier Drive	Spanish Cove Drive	Paved Shoulders	
CR99	Carrier Drive	Spanish Cove Drive	Sidewalks	
Gulf Coast Intracoastal Waterway Bridge (over water)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	Existing + Committed (under construction)
Canal Road	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Provide 5 Lanes Capacity	Project complete
Gulf Coast Intracoastal Waterway Bridge (over land)	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	Existing + Committed (under construction)
Wolf Bay Bridge	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	Illustrative

8 Measuring Progress and Looking Forward

To assist in looking forward, it is also important to look back to see where the LRTP has changed from the previous year. In summary, available revenue has decreased for Florida projects and Needs Plan projects have increased in number and cost. These changes are summarized in **Table 54.**

Table 54. 2050 Cost Feasible Plan Summary and Comparison to 2045

Cost Feasible Plan Summary

	2045	2050	Change
Available Revenue for Right-of-Way and Construction (FL)	$449.9M	$325.5M	-$124.4M ↓
Available Revenue for Study and Design Production (FL)	$89.9M	$71.6M	-$18.3M ↓
Available Revenue (AL) [Capacity + SU funds]	$6.4M	$14.1M	+$7.7M ↑
Needs Plan Projects (Cost)	253 ($3.8B)	370 ($12.6B)	+117 (+$8.8B) ↑
Set-aside (box) funds for TPO studies / projects	$44M	$5.7M	-$38.3M ↓
Fully-funded Priorities through Production Phases [non-Strategic Intermodal System (SIS)]	25	15	-10 ↓
Fully-funded Priorities through Construction Phase [non-Strategic Intermodal System (SIS)]	11	1	-10 ↓
Fully-funded Strategic Intermodal System (SIS) Projects through Construction Phase (Available SIS Funding)	13 ($1.7B)	7 ($1.6B)	-6 ($0.1B) ↓

8.1 System Performance Report

Appendix E of this Long-Range Transportation Plan incorporates the System Performance Report to meet the federal transportation performance management rules, and consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the FDOT, ALDOT, and the Metropolitan Planning Organization Advisory Council. **Appendix E** addresses the roles of FDOT, ALDOT, the TPOs, and the public transportation providers in the TPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR). The System Performance Report includes performance measures for:

- Highway Safety (PM1),
- Bridge and Pavement (PM2),
- System Performance (PM3),
- Transit Asset Management and
- Transit Safety Performance.

The purpose of the System Performance Report is to illustrate progress in planning and programming of projects towards the achievement of the region's transportation goals.

8.2 Congestion Management Process

A Congestion Management Process (CMP) was completed in association with the development of this Long-Range Transportation Plan. The CMP included development of mitigation strategies and performance measures. **Section 6.4.4** of this Long-Range Transportation Plan references the CMP. **Table 32** shows the summary table from the CMP which links the Objectives to performance measures and provides references to the applicable sections of the CMP. **Table 33** identifies the objectives, mitigation strategies, and the CMP performance measures listed below, and **Table 34** presents the Congestion Management Process Performance Measures.

- Provide Options to Reduce Travel Demand
  - Percent car truck, van carpooled to work
  - Percent pedestrian facility SHS coverage
  - Percent bicycle facility SHS coverage
  - Passengers per revenue mile
- Improve Safety
  - Serious injury rate per annual 100 million vehicle miles of travel (MVMT)
  - Fatality rates per annual 100 MVMT
- Encourage Active Transportation Modes
  - Percent population within one mile of bicycle facilities
- Provide Reliable and Efficient Transportation options
  - Percent of facilities with LOS D, E, or F
- System Preservation
  - Number of resurfacing projects in the TIP / Total projects in the TIP.

8.3 What's Next?

This Long-Range Transportation Plan looks ahead for a 20-year planning horizon. Northwest Florida and Southeast Alabama are continuing to grow under diverse economies supporting tourism, the military, federal lands, ecotourism, recreation, higher education, healthcare, industry, housing, and commerce. ECRC will continue to monitor federal requirements with the pending Transportation Reauthorization at the federal level, and flow-down requirements at the state level. Following are some thoughts for consideration going forward in the next update of the Long-Range Transportation Plan:

- **Ferry / Water Taxi:** Identified in the 2045 LRTP, this continues to be relevant looking ahead. Future water transportation options should continue to be further examined, including linkages to the National Park Service Gulf Islands National Seashore ferry service. The Superintendent of the National Park Service Gulf Islands National Seashore has previously stated an intent to rely on ferry options if the Fort Pickens Road eventually becomes damaged beyond repair as a result of a hurricane breaching the island and roadway. Water taxi options may become increasingly important resiliency option in linking travel and tourism and recreation, and providing congestion relief from an increasing number of vehicles which travel through Gulf Breeze to reach Pensacola Beach and the Gulf Islands National

Seashore. Emphasis must continue to be placed on making infrastructure resilient, and planning for the inevitable demise of parts of the transportation infrastructure such as Fort Pickens Road when it can no longer be replaced. As local governments complete their vulnerability assessments, additional projects may be identified for consideration in the LRTP.

- **Emerging Mega Regions:** Identified in the 2045 LRTP, this continues to be relevant looking ahead. Megaregions are networks of metropolitan areas, connected by travel patterns, economic links, shared natural resources, and social and historical commonalities. In the U.S., 11 emerging megaregions have been identified, where much of the nation's growth will take place by 2050. [27] The Gulf Coast Mega Region extends from Texas into Florida. Interstate connections through this emerging Mega Region may need to be further considered. Intrastate connections to the Southern Florida Mega Region may also need to be considered.

- **Local Changes and Regional Coordination:** As the region develops, land use, housing, and growth patterns change. There has been local discussion on whether certain areas should incorporate and how to best manage growth. While the local efforts have not been successful thus far, the discussions continue to raise awareness. If and when new municipalities are established, the TPO planning area and process will respond to incorporate as appropriate. ECRC will continue to follow initiatives such as: We Are Perdido (Escambia County); Preserve Navarre (Santa Rosa County); East Milton Master Plan (Santa Rosa County); Pensacola Beach Advocates (Escambia County); and the Pensacola and Perdido Bays Estuary Program which seeks regional coordination over the 8,000 square mile Pensacola and Perdido Bay Watershed.

- **Aspirational Projects:** In development of the Needs Plan, there are a number of Illustrative or Aspirational Projects to be carried forward for further consideration in subsequent Long-Range Transportation Plan updates. These projects are listed in **Table 55.**

[27] *America 2050: An Infrastructure Vision for 21st Century America.* America 2050. www.america2050.org.

Table 55. Illustrative / Aspirational Projects for Future Consideration

Corridor	Limits	Description
Florida Projects		
Outer Beltway Connector[28]	From SR87 (Santa Rosa County) to US29 (Escambia County)	New 4 Lane Limited Access Facility
US 29 Connector East Bypass / CR 184 Quintette Road	From US 29 (SR 95) to CR 197 Chumuckla Hwy / Five Points	Provide 4 Lanes of Capacity and Replace Quintette Road Bridge
US 29 Connector West Bypass	From US 29 (SR 95) to US 90 (SR 10)	Provide 4 Lanes of Capacity
I-10 to I-65 Connector	From I-10 (SR 8) to I-65	Provide 4 Lanes of Capacity
Alabama Projects		
AL CR 83 (Baldwin Beach Express) Extension	From I-10 (SR 8) to I-65	New 2 or 4 Lanes New Capacity
US 90 / US 98 Connector	US 90 / US 98 Connector	Provide 2 Lanes of Capacity
AL Cross-Island Connector	SR 180 to SR 182	Provide 4 Lanes of Capacity, New Roadway
Wolf Bay Bridge	SR 180 to CR 20 / Harpoon Drive	Construct new 2 Lane Bridge and Connecting Roads , Orange Beach
CR 91 and Rosalia Ave (Lillian Loop)	CR 99 to Rosalia Avenue (Lillian Loop) to CR 91 to CR 99 (Lillian Loop)	Paved Shoulders
Multi-Modal Projects		
Regional AMTRAK Service	From Mobile, AL to Jacksonville, FL	Regional AMTRAK Service

[28] From the 2040 Long-Range Transportation Plan Update: The proposed northern bypass may conflict with the Santa Rosa Creek Indian Tribal grounds on Willard Norris Road. The TPO staff reviewed the Purpose and Need Statement and the Efficient Transportation Decision Making impacts for the Northern Bypass and could not locate any references to the Santa Rosa Creek Indian Tribal Grounds. If a PD&E Study occurs on this facility, the Santa Rosa Creek Indian Tribal Grounds need to be considered and their members need to be consulted when developing alternatives.

Appendix A: Resolutions

Resolution FL-AL 24-11 (Goals and Objectives) A-2

Resolution FL-AL 24-46 (Financial Resources) A-3

Resolution FL-AL 24-27 (Evaluation Criteria) A-4

Resolution FL-AL 24-25 (Congestion Management Process) A-5

Resolution FL-AL 25-06 (Needs Plan) A-6

Resolution FL-AL 25-21 (Cost Feasible Plan) A-7

RESOLUTION FL-AL 24-11

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN GOALS AND OBJECTIVES

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

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan 2050 Update, developed pursuant to IIJA and Florida Statutes; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) approved the Long Range Transportation Plan 2050 Update Scope of Services on November 8, 2023; and

WHEREAS, three public workshops, a survey, and comment cards, were the techniques employed for the public to provide comments on the Long Range Transportation Plan 2050 Goals and Objectives; and

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

WHEREAS the Steering Committee considered and incorporated the ten IIJA planning factors, performance measures, and other federal, state, and local transportation related documents in the development of the Goals and Objectives;

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

Passed and duly adopted by the Florida-Alabama TPO on this 10th day of April 2024.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Colten Wright, Chairman

ATTEST: _____

RESOLUTION FL-AL 24-26

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE FINANCIAL RESOURCES

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 TPO Long Range Transportation Plan (LRTP) 2050 Update, is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the FL-AL TPO approved the 2050 LRTP Scope of Services on November 8, 2023 which includes development of financial resources; and

WHEREAS, the financial resources are determined by the Florida Department of Transportation (FDOT) through the FDOT *2050 Revenue Forecast Handbook* (June 2023) as supplemented by additional guidance from FDOT District 3 on October 1, 2024, and by the Alabama Department of Transportation (ALDOT) through a memorandum dated February 23, 2024, as modified by ALDOT communication to ECRC on May 29, 2024; and

WHEREAS, two Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry were completed on June 24, 2024 and August 12, 2024 to review the 2050 LRTP financial resources;

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

The Florida-Alabama TPO approves the 2050 Long Range Transportation Plan Update Financial Resources.

Passed and duly adopted by the Florida-Alabama TPO on this 11th day of December 2024.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____

RESOLUTION FL-AL 24-27

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE EVALUATION CRITERIA

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 TPO Long Range Transportation Plan (LRTP) 2050 Update is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the FL-AL TPO approved the 2050 LRTP Scope of Services on November 8, 2023 which includes development of evaluation criteria; and

WHEREAS, the evaluation criteria are derived from the adopted goals and objectives and are used to rank projects in the 2050 Needs Plan for consideration in development of the 2050 Cost Feasible Plan; and

WHEREAS, three Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry were completed between March and June 2024 to develop the 2050 LRTP Evaluation Criteria;

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

The Florida-Alabama TPO approves the 2050 Long Range Transportation Plan Evaluation Criteria.

Passed and duly adopted by the Florida-Alabama TPO on this 11th day of December 2024.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____

RESOLUTION FL-AL 24-25

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 LONG RANGE TRANSPORTATION PLAN UPDATE CONGESTION MANAGEMENT PROCESS MAJOR UPDATE

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

WHEREAS, the Florida-Alabama TPO Long Range Transportation Plan (LRTP) 2050 Update, is being developed pursuant to the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law, Fixing America's Surface Transportation Act, and Florida Statutes; and

WHEREAS, the FL-AL TPO is designated Transportation Management Area (TMA) with a population of 200,000 or more; and

WHEREAS, the FL-AL TPO approved the 2050 LRTP Scope of Services on November 8, 2023 which includes a CMP Major Update; and

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

WHEREAS, two Steering Committee meetings consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the transportation industry were completed on May 14, 2024 and June 24, 2024 to review the 2050 LRTP CMP;

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

The Florida-Alabama TPO approves the Congestion Management Process for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 11th day of December 2024.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____

RESOLUTION FL-AL 25-06

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2050 FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN NEEDS 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 TPO Long Range Transportation Plan 2050 Update, developed pursuant to IIJA and Florida Statutes; and

WHEREAS, the Florida-Alabama TPO approved the Long Range Transportation Plan (LRTP) 2050 Update Scope of Services on November 8, 2023; and

WHEREAS, three public workshops, a survey, and comment cards, were the techniques employed for the public to provide comments on the LRTP 2050 Needs Plan; and

WHEREAS, LRTP 2050 Needs Plan projects were endorsed by a Steering Committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry, and

WHEREAS, LRTP 2050 Needs Plan consists of multimodal projects;

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

The Florida-Alabama TPO approves the Needs Plan for its 2050 Long Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 14th day of May 2025.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____

RESOLUTION FL-AL 25-21

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2050 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 TPO 2050 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 2050 Cost Feasible Plan was presented at three public workshops within the TPO area; and

WHEREAS, the 2050 Cost Feasible Plan was presented and reviewed by the LRTP Steering Committee members on April 15, 2025, June 10, 2025, and July 15, 2025; and

WHEREAS, the 2050 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 2050 Cost Feasible Plan.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 13th day of August 2025.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chairman

ATTEST: _____

Appendix B: Steering Committee Meetings

Steering Committee 1 ..... B-2

Steering Committee 2 ..... B-6

Steering Committee 3 ..... B-10

Steering Committee 4 ..... B-14

Steering Committee 5 ..... B-19

Steering Committee 6 ..... B-26

Steering Committee 7 ..... B-35

Steering Committee 8 ..... B-42

Steering Committee 9 ..... B-49

Steering Committee 10 ..... B-57

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #1
Meeting Summary January 30, 2024

Members Attending

Bryant Paulk, FDOT
Vernon Compton, CAC
Alan Isaacson, CAC
Shawn Ward for Zakkiyyah Osuigwe, TCC
Wendy Gavin, TCC
Ann Simpson, Balwin Regional Area Transit System
Scott Davidson, Hurlburt Field
Christy Johonson, FDOT (On-line)
Holly Cohen, FDOT Freight (On-line)
Jeb Smith, CAC (On-line)
Andrew Holmer, TCC (On-line)
Sarah Hart Sislak, TCC (On-line)

Members Not Attending

Vince Beebe, ALDOT
Scott Moseley, ALDOT
Jim Kauffman. CAC
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Roy Remington, Pensacola International Airport
Clark Merritt, Port of Pensacola
Christian Wagley, Bicycle Perspective
Rodriques Kimbrough, Escambia County Area Transit

Others Attending

Chris Phillips, Escambia County (On-line)
Nick Lepp, HDR (On-line)
Austin Mount, Emerald Coast Regional Council
Mary Beth Washnock, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council
Angela Bradley, Emerald Coast Regional Council (On-line)
Rae Emary, Emerald Coast Regional Council (On-line)
Jessica Walton, Emerald Coast Regional Council (On-line)
Gary Kramer, Emerald Coast Regional Council

Cory Wilkinson, HDR

Handouts (Agenda, PowerPoint, Goals and Objectives Mark-Up, and Project Schedule)

A. Introductions and Welcome

- The meeting was held both on-line (Teams Meeting), and in-person at the Emerald Coast Regional Council new offices at 418 E Gregory Street Suite 100, Pensacola, FL 32502.
- Gary Kramer welcomed the participants to the Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan.

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

- Gary Kramer and Cory Wilkinson explained the Long-Range Transportation Plan is updated every five years and must maintain a 20-year planning horizon. The 2050 Long Range Transportation Plan must be adopted by the TPO prior to October 14, 2025.

C. Project Schedule

- Cory Wilkinson discussed the proposed project schedule by task, months for public meetings, and months the Long-Range Transportation Plan products are tentatively to be presented to the TPO and Advisory Committee Meetings.
- Following Steering Committee Meeting #1, three public meetings are scheduled:
    - Goals and Objectives Public Meeting 1: Thursday, March 7. 10:00 – 11:30. Lillian Community Club (34148 Widell Ave, Lillian, AL 36549)
    - Goals and Objectives Public Meeting 2: Thursday, March 7. 5:30 – 6:30 p.m. Santa Rosa Co Chamber (4315 Avalon Blvd, Milton FL 32548)
    - Goals and Objectives Public Meeting 3: Friday, March 8. 9:30 – 11:30. ECRC (418 E. Gregory St, Suite 100, Pensacola, FL 32502)
- The schedule for Steering Committee Meeting #2 was discussed at the conclusion of the meeting.

D. Review of Supporting Documents and Goals and Objectives

- Cory Wilkinson presented a PowerPoint for supporting documents, the 2050 Long Range Transportation Plan Goals and Objectives, and recommended changes/additions to the 2045 Long Range Transportation Plan Goals and Objectives for the initial Draft 2050 Long Range Transportation Plan Goals and Objectives.

- Changes were reviewed to include:
    - 10 Federal Planning Factors
    - Changes in Federal Law
        - Greenhouse Gas (GHG) performance measure
        - Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL)

        - Federal Planning Emphasis Areas
    - State Guidance
        - FDOT Planning Emphasis Areas
        - Review of AL and FL other state plans
    - Regional, Local, and Military Plans
        - ECRC Military Installation Resilience Review
        - ECRC FL-AL Ped / Bike / Trails Master Plan
        - Other local plans reviewed in PowerPoint

- With each change, it was noted where updates to the Goals and Objectives are recommended.

- The Mission and Vision Statements were reviewed. The Steering Committee agreed to retain as is, with the only change to remove "2045" from the Mission Statement.

- The only changes proposed to the Goals are:
    - Goal A: add "resilient"
    - Goal F: add "equitable"

- Changes or additions to Objectives were reviewed. The Steering Committee was asked to review and provide any wording or language changes back to Gary.

- Since distribution of the draft materials prior to the meeting, the following additional changes were discussed.
    - Steering Committee Member Isaacson mentioned the word "ensure" appears and is recommends it be changed to "strive for". The Steering Committee Members agreed.
    - Updated BRATS to Baldwin Regional Area Transit.
    - Goal F, Objectives F3 and F7. Incorporate greater recognition of plans and not just project implementation because of the length of time it takes to see a completed project. Steering Committee Member Compton will make the suggested text modifications.
    - Following the meeting, Steering Committee Member Compton also requested additional visibility of the following:
        - Greater emphasis on pedestrian / bike facilities.
        - Greater emphasis on wildlife corridors.

E. Update on Community Profile

- Cory Wilkinson gave an update on the Community Profile process and is in the process of working with the University of West Florida Haas Center to develop this product. It was requested that the disadvantaged communities be included in the Area Profiles.

F. Comments from the Committee Members and Public

- No additional comments were provided, either in-person or on-line.

G. Next Steps

- Gary Kramer led a discussion regarding possible dates for the next meeting in March. Last week in March was eliminated because of Spring Break in Escambia, Santa Rosa, and Baldwin Counties.
- Gary Kramer mentioned that Goals Objectives are to be presented to the TPO at the April meeting for approval.

H. Adjournment

- The meeting was adjourned by Gary Kramer.

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #2
Meeting Summary March 19, 2024

Members Attending

Bryant Paulk, FDOT
Vernon Compton, CAC
Alan Isaacson, CAC
Roy Remington, Pensacola International Airport
Christy Johonson, FDOT (On-line)
Scott Moseley, ALDOT (On-line)
Holly Cohen, FDOT Freight (On-line)
Sarah Hart Sislak, TCC (On-line)
Wendy Gavin, TCC (On-line)

Members Not Attending

Vince Beebe, ALDOT
Zakkiyyah Osuigwe, TCC
Andrew Holmer, TCC
Jim Kauffman. CAC
Jeb Smith, CAC
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Clark Merritt, Port of Pensacola
Christian Wagley, Bicycle Perspective
Rodriques Kimbrough, Escambia County Area Transit
Ann Simpson, Balwin Regional Area Transit System
Scott Davidson, Hurlburt Field

Others Attending

Mary Beth Washnock, Emerald Coast Regional Council (On-line)
Jill Nobles, Emerald Coast Regional Council (On-line)
Angela Bradley, Emerald Coast Regional Council (On-line)
Rae Emary, Emerald Coast Regional Council (On-line)
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Cory Wilkinson, HDR

Handouts (Agenda, PowerPoint, Goals and Objectives Mark-Up, public meeting summaries, Steering Committee #1 meeting summary)

I. Introductions and Welcome

- The meeting was held both on-line (GoTo Meeting), and in-person at the Emerald Coast Regional Council new offices at 418 E Gregory Street Suite 100, Pensacola, FL 32502.

- Gary Kramer welcomed the participants to the second Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan.

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

- Gary Kramer explained the Long-Range Transportation Plan is updated every five years and must maintain a 20-year planning horizon.

- The Goals and Objectives are scheduled for the April TPO meeting on the consent agenda.

K. Project Schedule

- Gary Kramer reviewed the overall project schedule by task. The 2050 Long Range Transportation Plan must be adopted by the TPO prior to October 14, 2025.

L. Review of Workshops

- Cory Wilkinson reviewed the three public workshops. Meeting summaries were provided as separate handouts and incorporated by reference.

    - Goals and Objectives Public Meeting 1: Thursday, March 7. 10:00 – 11:30. Lillian Community Club (34148 Widell Ave, Lillian, AL 36549). Present included ALDOT, BRATS, and representatives of the CAC and TCC. No public comment was received.

    - Goals and Objectives Public Meeting 2: Thursday, March 7. 5:30 – 6:30 p.m. Santa Rosa Co Chamber (4315 Avalon Blvd, Milton FL 32548). Present included FDOT, City of Milton Councilwoman, Blackwater Heritage Trail, FDEP Office of Greenways and Trails, Citizens Against Road Theft, and local media. Public comment was received mostly on specific area projects. Comments on Goals and Objectives are summarized in the meeting summary sheet.

    - Goals and Objectives Public Meeting 3: Friday, March 8. 9:30 – 11:30. ECRC (418 E. Gregory St, Suite 100, Pensacola, FL 32502). Present included FDOT, Escambia County TCC, FDEP OGT, and Citizens Against Road Theft. Comments were received on Goals and Objectives to include Trail Towns as an element of economic competitiveness. Written comments were provided by Citizens Against Road Theft and summarized in the meeting summary sheet.

- ECRC also completed a survey regarding the Goals. The results were summarized in the meeting materials indicating most participants favored the Goals.

M. Review of Updated Goals and Objectives

- Cory Wilkinson reviewed by process by which the Goals and Objectives were reviewed, by summarizing changes that have occurred in:
    - Federal Planning Factors
    - Federal Law
    - State Guidance
    - Regional, Local, and Military Plans

- The Mission and Vision Statements were reviewed.

- Changes or additions to Objectives were reviewed based on feedback from Steering Committee #1 and the public involvement:

    - Word use changed from "ensure" to "strive" on several objectives (A3, C3, E1, G3) based on committee member request (CAC member), as requested at Steering Committee #1.

    - Objective C1 modified to emphasize enhancement of existing system based on committee member request (CAC member), as requested at Steering Committee #1.

    - Objective E4 modified to include Trail Towns as designated by FDEP OGT based on input from FDEP OGT, as requested in Public Meeting 3.

    - Objective F2 modified to include trails and wildlife corridors based on committee member request (CAC member), as requested at Steering Committee #1.

- A member of the Steering Committee requested an additional modification in Objective A1 to update "Vision Zero" to "Target Zero." The change was incorporated.

N. Initial Review of Draft Evaluation Criteria

- The mark-up Goals and Objectives includes preliminary Evaluation Criteria.

- The Evaluation Criteria will be summarized and presented for review at Steering Committee #3.

- A member of the Steering Committee provided input on the Evaluation Criteria with a request to include the National Highway Freight Network, a measure since a roadway can be identified as either on or off that network.

O. Update on Community Profile

- Cory Wilkinson gave an update on the Community Profile process. The University of West Florida Haas Center is a teaming partner to develop this product for the three TPO counties.

- Draft results to be provided in mid-April and presented to the next Steering Committee.

P. Comments from the Committee Members and Public

- No additional comments were provided, either in-person or on-line.

Q. Next Steps

- Gary Kramer led a discussion regarding possible dates for the next meeting, possibly May 14.

R. Adjournment

- The meeting was adjourned by Gary Kramer.

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #3
Meeting Summary May 14, 2024

Members Attending

Vernon Compton, CAC
Roy Remington, Pensacola International Airport
Christy Johonson, FDOT
Wendy Gavin, TCC
Scott Davidson, Hurlburt Field
Christian Wagley, Bicycle Perspective

Members Not Attending

Bryant Paulk, FDOT
Vince Beebe, ALDOT
Scott Moseley, ALDOT
Zakkiyyah Osuigwe, TCC
Andrew Holmer, TCC
Jim Kauffman. CAC
Alan Isaacson, CAC
Jeb Smith, CAC
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Clark Merritt, Port of Pensacola
Rodriques Kimbrough, Escambia County Area Transit
Ann Simpson, Balwin Regional Area Transit System
Holly Cohen, FDOT Freight
Sarah Hart Sislak, TCC

Others Attending

Austin Mount, Emerald Coast Regional Council
Rae Emary, Emerald Coast Regional Council
Jessica Walton, Emerald Coast Regional Council (On-line)
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Cory Wilkinson, HDR

Handouts (Agenda, 2050 draft Evaluation Criteria spreadsheet and comparison to 2045, Steering Committee #2 meeting summary)

- **Introductions and Welcome**
  - The meeting was held both on-line (GoTo / Teams Meeting), and in-person at the Emerald Coast Regional Council offices at 418 E Gregory Street Suite 100, Pensacola, FL 32502.

  - Gary Kramer welcomed the participants to the third Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made both in-person and on-line.

- **Overview of the Long-Range Transportation Plan Process and Steering Committee**
  - Gary Kramer provided an overview of the LRTP process and Steering Committee function.

- **Project Schedule**
  - Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025.

- **Update on Goals and Objectives**
  - The Goals and Objectives were approved by the TPO at the April 10, 2024 meeting. We are now building on those Goals and Objectives with the Congestion Management Process and the Evaluation Criteria.

- **Review of Congestion Management Process**
  - Cory Wilkinson reviewed Congestion Management Process (CMP) as required by Federal Highway Administration (FHWA). In addition, FDOT requires the CMP for all Florida TPOs.

  - The CMP 8-step process was reviewed and how it ties back to the seven adopted Goals, and the ECRC Seven-Layer Cake supporting Target Zero / Vision Zero and the construction and operation of the new Traffic Management Center.

  - The CMP Planning Area, and Network were summarized to include the roadway network that has a FHWA Functional Classification for Arterials and Collectors, the transit network, and other elements such as Transportation Disadvantaged and rideOn, park and ride, bike/ped/trail facilities, freight network, and the Strategic Intermodal System.

  - The five CMP Objectives were reviewed, along with their Congestion Management Strategies, and Performance Measures:
    - Reduce travel demand
    - Improve safety
    - Encourage active transportation modes
    - Provide reliable and efficient operation
    - System preservation.

  - Performance measures were discussed for each. Performance measures were established with the 2045 LRTP CMP and are carried forward to build data trends. Targets are being developed.

- Graphs of the data were presented for each performance measure:
    - Reduce Travel Demand
        - % Workers 16 and Over who Carpool to Work
        - % Pedestrian Facility SHS coverage
        - % Bicycle Facility SHS coverage
        - Passenger per Revenue Mile (ECAT and BRATS)
    - Improve Safety
        - Serious Injury Rates for Annual 100 MVMT
        - Fatality Rates per Annual 100 MVMT
    - Encourage Active Transportation
        - % Population within 1 mile of Bicycle Facilities
    - Reliable and Efficient Operations
        - % of Facilities with LOS D, E, or F
    - System Preservation
        - # of Resurfacing Projects in TIP
- Cory Wilkinson and Gary Kramer will follow-up with Baldwin County and ALDOT to try to obtain similar performance measures as Florida.
- CMP Outcomes were then discussed in terms of:
    - Network segments operating below 2022 LOS Target
    - High-crash intersections (2017-2022)
    - High-crash segments (2017-2022)
    - Number of Fatalities (2017-2022)

- **<u>Review of Draft Evaluation Criteria</u>**
    - Cory Wilkinson reviewed the draft Evaluation Criteria with a comparison of changes from 2045 to 2050.

    - Criteria are developed for each of the adopted Goals and Objectives, weighted per Goal category.
        - Goal A (Safety and Security): With the 2050 emphasis on resiliency, a new measure was added to look at network within storm surge zones. This category remained at 25% weight and increased from 75 to 100 points.
        - Goal B (User Needs): The category of *Adopted Plans* was moved to Goal C and replaced with *Public Need*. The category remained at 15% weight and remained at 60 points.
        - Goal C (Operational): The category of *Corridor Plan* was changed to *Adopted Plans*. The category remained at 15% weight and remained at 90 points.
        - Goal D (Multimodal): Additional emphasis was given to *transit* and *trail* in the first category, and to *rail* in the second category. *Complete Streets* was moved to Goal C. The category remained at 15% weight and remained at 90 points.
        - Goal E (Economic Vitality): Additional emphasis was given to *military connectivity*. The category remained at 10% weight and increased from 30 to 40 points.
        - Goal F (Quality of Life): Additional emphasis was given to *affordable housing* and *equity*. The category remained at 10% weight and increased from 20 to 30 points.

- Goal G (Planning): The category was changed from "*Planning*" to "*Consistent, Continuing, Cooperative, Comprehensive*" to reflect the FHWA requirement. The category remained at 10% weight and remained at 20 points.

- Steering Committee Discussion:
  - A steering committee member asked how the environmental criteria are considered. They are incorporated in Goal F: wildlife corridor, critical habitat, state/federal forest/park/management area, or National Seashore.
  - A steering committee member asked for clarification on the storm surge category. The intent of the category is to discourage additional capacity in the storm surge zones for resiliency.
  - A steering committee member asked if the criteria could include additional land use considerations. The TPOs limit of influence is on the FHWA functional classification. Local governments make the land use decisions.
  - A steering committee member asked if the weight of Goal D (Multimodal) could be increased? This might necessitate a reduction in another category.
  - A steering committee member recommended that "local government" funding be changed to "government" funding to include military contribution.
  - A steering committee member asked if a new measure could be introduced to track Vehicle Miles Travelled (VMT).
  - There was discussion among several steering committee members if the weighting and scoring can be reformulated to simplify such that the overall total equals 100.

- A second draft will be developed and circulated for Steering Committee #4 review.

- **Community Profiles**
  - At Steering Committee #4, we will receive a presentation on the Area Profile data developed by the University of West Florida (UWF) Haas Center.

- **Comments from Committee Members and Public**
  - No additional comments received.

- **Next Steps / Adjournment**
  - The meeting date for the Steering Committee #4 was set for June 24 at 10:00 a.m.
  - The meeting was adjourned by Gary Kramer.

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #4
Meeting Summary June 24, 2024

Members Attending

Vernon Compton, CAC
Alan Isaacson, CAC
Wendy Gavin, TCC
Scott Davidson, Hurlburt Field
Christian Wagley, Bicycle Perspective
Sarah Hart Sislak, TCC (on-line)
Zakkiyyah Osuigwe, TCC (on-line)
Rodriques Kimbrough, Escambia County Area Transit (on-line)
Scott Moseley, ALDOT (on-line)
Ann Simpson, Balwin Regional Area Transit System (on-line)

Members Not Attending

Bryant Paulk, FDOT
Vince Beebe, ALDOT
Andrew Holmer, TCC
Jim Kauffman, CAC
Jeb Smith, CAC
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Clark Merritt, Port of Pensacola
Holly Cohen, FDOT Freight
Roy Remington, Pensacola International Airport
Christy Johonson, FDOT

Others Attending

Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council
Nicole Gislason, UWF Haas Center
Cory Wilkinson, HDR

Handouts (Agenda, powerpoint, 2050 Revised Evaluation Criteria spreadsheets for Options 1, 2, and 3; Steering Committee #3 meeting summary)

Introductions and Welcome

- The meeting was held both on-line (Teams Meeting), and in-person at the Emerald Coast Regional Council offices at 418 E Gregory Street Suite 100, Pensacola, FL 32502.

- Gary Kramer welcomed the participants to the fourth Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made both in-person and on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on updates to the Congestion Management Process (CMP) plan since the last Steering Committee meeting, selection of the evaluation criteria methodology, presentation of financial resources, and the presentation of the community profile.

Community Profile

- The Community Profile was presented by Cory Wilkinson and Nicole Gislason (Executive Director, Haas Center UWF). Data are provided in the meeting charts and summarized as follows:

Community Profiles Summary

	Baldwin	Escambia	Santa Rosa
Population (2023)	253,507	333,452	202,772
Population (2050)	386,267	376,700	278,000
Population % Change	52.4%	12.9%	37.1%
% Poverty (2018-2022)	10.2%	14.9%	8.9%
% Minority (2018-2022)	17%	37%	20%
Median Household Income (2018-2022)	$71,039	$61,642	$84,715
Race & Ethnicity (2018-2022)	84% White, 8.3% African American, 4.8% Hispanic Origin	65.3% White, 21.7% African American, 6.1% Hispanic Origin	82.5% White, 5.9% African American, 6.2% Hispanic Origin
% Disability (2018-2022)	13.9%	16.8%	15.0%
% Employment (2018-2022)	56.6%	53.5%	53.0%
% Drive to Work Alone	81.3%	71.2%	79.0%

Data notes: 2018-2022 American Community Survey (ACS) , Baldwin County population data, BEBR.

- Steering Committee discussion included military workforce (need to add Hurlburt and Eglin numbers); and localized demographics that account for important distinctions (specifically the difference between East Milton and Gulf Breeze when looking at county averages). Data from the U.S. Council on Environmental Quality (CEQ) Climate and Economic Justice Screening Tool was presented which shows Disadvantaged Communities at a more refined level.[29]

Review of Congestion Management Process

- Cory Wilkinson reviewed Congestion Management Process (CMP) as required by Federal Highway Administration (FHWA). Since the CMP was presented to Steering Committee Meeting #4, the new changes were reviewed for Steering Committee Meeting #5.

- As a reminder, the CMP 8-step process was reviewed and how it ties back to the seven adopted Goals, and the ECRC Seven-Layer Cake supporting Target Zero / Vision Zero and the construction and operation of the new Traffic Management Center.

- Since Steering Committee #4, Performance Targets were added to the Performance Measures. Graphs of the data were presented for each performance measure with the new Performance Targets. Targets were set based on the 2018-2022 timeframe for each measure. A new measure and target were added for Vehicle Miles Travelled (in response to Steering Committee #4 discussion).
    - Gary Kramer mentioned a need to coordinate with Baldwin County and ALDOT to try to obtain similar performance measures as Florida.

Review of Revised Evaluation Criteria

- Cory Wilkinson reviewed the revised Evaluation Criteria as modified based on Steering Committee #4 discussion. Three options were presented: Option 1 as previously presented (with total of 370 points), and Options 2 and 3 which normalize the overall points to 100 based on Steering Committee #4 discussion. Option 2 adjusts the scoring criteria based on Goal category weights as a multiplier. Option 3 adjusts the scoring criteria by assigning the Goal category weight as the total available points for that Goal category. While both Option 2 and Option 3 equal 100 (as requested by Steering Committee #4), the methodology results in some goals having higher overall scores. There was discussion on this process and a straw poll to decide which Option was preferred. The group voted 5 to 3 in favor of Option 3 over Option 2. However, recognizing the benefits of the group discussion and wanting to achieve a unified recommendation, the Steering Committee decided to modify Option 3 as a new Option 4 to resolve the differences which resulted in the mixed vote by swapping the weights for Goal C and Goal D. **The new Option 4 is the Steering Committee recommendation to advance to the TPO and Committees for approval at the next TPO meeting.** Comparing to Option 3, Option 4 increases the weight and score in Goal C (Operational) from 15 to 20; and decreases the weight and score in Goal D (Multimodal) from 20 to 15.

[29] https://screeningtool.geoplatform.gov/en/#8/0/0

Financial Resources

- Financial Resource data is provided by FDOT and ALDOT. FDOT data are from the *2050 Revenue Forecast Handbook* (June 2023) and ALDOT data were provided to ECRC (February 23, 2024, as revised May 29, 2024). AL and FL data are summarized below:

Financial Resources AL (million$)

Program Estimates (Federal Funding) $M [Year of Expenditure (YOE)]						
	2025	2026-2030	2031-2035	2036-2040	2041-2050	25-Yr Total
Capacity	$0.00	$1.14	$1.97	$2.08	$4.47	$9.66
O&M	$0.15	$2.27	$3.11	$3.27	$7.05	$15.22
Transit	$0.15	$0.80	$0.84	$0.88	$1.90	$4.56
MPO Dedicated	$0.33	$1.68	$1.77	$1.86	$4.00	$9.63
Carbon	$0.04	$0.20	$0.20	$0.20	$0.39	$1.02
State	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
total	$0.67	$6.08	$7.88	$8.28	$17.81	$40.72

How to read these numbers?
$0.04 in Million$ = $39,000 (rounded)
$0.15 in Million$ = $148,000 (rounded)
$1.14 in Million$ = $1,138,000 (rounded)

Table Note: ALDOT applied a 1.01% factor for each Fiscal Year for Year of Expenditure (YOE).

Financial Resources FL (million$)

Program Estimates (Federal Funding) $M [Year of Expenditure (YOE)]						
	2023-2025	2026-2030	2031-2035	2036-2040	2041-2050	27-yr total
SIS [SIS Plans]	***tbd***	***tbd***	***tbd***	***tbd***	***tbd***	***tbd***
SHS (non-SIS) [*Handbook* Table 30]	$0.68	$7.57	$17.98	$18.69	$38.03	$82.95
Other Roads (non-SIS, non-SHS) [*Handbook* Table 31]	$0.63	$11.28	$9.89	$10.29	$20.94	$53.02
Transit [*Handbook* Table 32]	$2.67	$7.33	$7.93	$8.29	$16.92	$43.15
TMA / SU / CRP [*Handbook* Tables 27, 28, 29]	$22.08	$38.65	$38.01	$38.01	$76.03	$212.78
subtotal (SIS not yet included)	**$26.06**	**$64.83**	**$73.81**	**$75.28**	**$151.92**	**$391.90**

SIS: Strategic Intermodal System
SHS: State Highway System
TMA: Transportation Management Area
SU: Surface Transportation Block Grant
CRP: Carbon Reduction Program

How to read these numbers?
$0.68 in Million$ = $68,000
$2.67 in Million$ = $2,670,000
$22.08 in Million$ = $22,080,000

27 years = 2023 to 2050

- Compared with the 2045 LRTP, this represents and overall decline of approximately 65% in FDOT mobility funding. As summarized in the FDOT *Revenue Forecast Handbook* (June 2023), the reduction is attributed to the following:
    - August 2022 Revenue Estimating Conference (REC) projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth.
    - Negative growth rates result in a projected decline in the initial registration fees of new vehicles, license fees, title fees.
    - In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with current fuel-efficient vehicles trends and the state of the economy as a whole.

Comments from Committee Members and Public

- No additional comments received.

Next Steps / Adjournment

- The meeting date for the Steering Committee #5 was set for August 12 to begin receiving input for Needs Plan projects.
- The CMP, Evaluation Criteria, and Financial Resources will be presented to the next TPO for action.
- The meeting was adjourned by Gary Kramer.

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #5
Meeting Summary August 12, 2024

Members Attending

Vernon Compton, CAC
Alan Isaacson, CAC
Wendy Gavin, TCC
Scott Davidson, Hurlburt Field
Steve Opalenik, Pensacola Naval Air Station
Randy Roy, Whiting Field
Christian Wagley, Bicycle Perspective
Sarah Hart Sislak, TCC
Scott Moseley, ALDOT
Holly Cohen, FDOT Freight (on-line)
Bryant Paulk, FDOT

Members Not Attending

Vince Beebe, ALDOT
Andrew Holmer, TCC
Jim Kauffman, CAC
Jeb Smith, CAC
Clark Merritt, Port of Pensacola
Roy Remington, Pensacola International Airport
Christy Johnson, FDOT
Zakkiyyah Osuigwe, TCC
Rodriques Kimbrough, Escambia County Area Transit
Ann Simpson, Baldwin Regional Area Transit System

Others Attending

Matt Vena, Hurlburt Field (on-line)
Seth Patterson, Baldwin County
Janice Gilley, Santa Rosa County (on-line)
Eric Christianson, Emerald Coast Regional Council
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Jill Nobles, Emerald Coast Regional Council (on-line)
Cory Wilkinson, HDR

Handouts (Agenda, powerpoint, Steering Committee #4 meeting summary)

Introductions and Welcome

- The meeting was held both on-line (Teams Meeting), and in-person at the Emerald Coast Regional Council (ECRC) offices at 418 E Gregory Street Suite 100, Pensacola, FL 32502.

- Gary Kramer welcomed the participants to the fifth Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made both in-person and on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on updates to the financial resources, and presentations for Needs Plan project for military and freight.

Financial Resources

- Financial Resource data is provided by FDOT and ALDOT. FDOT data are from the *2050 Revenue Forecast Handbook* (June 2023) and ALDOT data were provided to ECRC (February 23, 2024, as revised May 29, 2024). New information for FDOT is incorporated from the following Strategic Intermodal System (SIS) plans:
    - SIS Adopted Five-Year Plan (July 2023) [FY24-28]
    - SIS Approved Second Five-Year Plan (July 2023) [FY29-33]
    - SIS Long Range Cost Feasible Plan (July 2024) [FY34-50]

Financial Resources FL (million$) w/SIS

Program Estimates (Federal Funding) $M [Year of Expenditure (YOE), *except* for SIS which is not yet fully converted to YOE

	2023-2025	2026-2030	2031-2035	2036-2040	2041-2050	27-yr total
SIS [SIS Plans]	$282.37*	$186.00	$95.36	$26.26	$262.28	$852.27
SHS (non-SIS) [*Handbook* Table 30]	$0.68	$7.57	$17.98	$18.69	$38.03	$82.95
Other Roads (non-SIS, non-SHS) [*Handbook* Table 31]	$0.63	$11.28	$9.89	$10.29	$20.94	$53.02
Transit [*Handbook* Table 32]	$2.67	$7.33	$7.93	$8.29	$16.92	$43.15
TMA / SU / CRP [*Handbook* Tables 27, 28, 29]	$22.08	$38.65	$38.01	$38.01	$76.03	$212.78
subtotal (SIS not yet YOE)	**$308.43**	**$250.83**	**$169.17**	**$101.54**	**$414.20**	**$1,244.17**

SIS: Strategic Intermodal System
SHS: State Highway System
TMA: Transportation Management Area
SU: Surface Transportation Block Grant
CRP: Carbon Reduction Program

How to read these numbers?
$0.68 in Million$ = $68,000
$2.67 in Million$ = $2,670,000
$22.08 in Million$ = $22,080,000
$282.37 in Million$ = $282,368,000

27 years = 2023 to 2050

*Does not reflect $240M for Beulah Interchange as reported in PNJ, 07/16/24

- Note: the SIS data are not yet presented in Year of Expenditure (YOE) costs.

- Notable area projects for which SIS funding is provided include:
    - FY 25-35
        - $247M: I-10 at US 29 – CST
        - $10M: I-10 at Beulah – R/W, PE
        - $180M: I-10 at Beulah – PE, CST
    - FY 36-40
        - US 98 projects - PE
    - FY 41-50
        - $142M: I-10 (Nine Mi to US 29) - CST
        - $175M: I-10 (Avalon to Blackwater) - CST
        - $ 99M: I-10 (Blackwater to SR 87) - CST
        - $ 72M: SR 173 (Sorrento to US 98) - CST

- Compared with the 2045 LRTP, this represents and overall decline of approximately 65% in FDOT mobility funding. As summarized in the FDOT *Revenue Forecast Handbook* (June 2023), the reduction is attributed to the following:

    - August 2022 Revenue Estimating Conference (REC) projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth.

    - Negative growth rates result in a projected decline in the initial registration fees of new vehicles, license fees, title fees.

    - In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with current fuel-efficient vehicles trends and the state of the economy as a whole.

Military Needs

The following presentations were made to highlight military transportation needs, consistent with and as identified in the ECRC Military Installation Resiliency Review (MIRR) nearing completion. [30]

NAS Pensacola: Steve Opalenik, Community Planning and Liaison Officer, NAS Pensacola

- Steve Opalenik presented an overview of Naval Air Station (NAS) Pensacola operations including Corry Station, highlighting the following project needs:

- NAS Pensacola
    - *Dedicated commercial truck entrance lane*, signage/signal from Gulf Beach Hwy (SR 292) to West Gate [potential Defense Community Infrastructure (DCIP) funding]
        - Trucks/Commercial deliveries are directed to the West Gate for entrance and inspection, unless previously cleared
        - Commercial traffic is directed to the West Gate from all area directions

[30] https://ecrc.org/programs/military/military_installation_resilience_review_(mirr)/index.php

- With two primary southbound lanes, commercial traffic is delayed with daily peak traffic and high-volume events (Blue Angels practice, Air Show, visitors)
- A third lane (south of Gulf Beach Hwy) would allow for dedicated commercial traffic through the inspection gate.
- The West Gate is the designated visitor entrance for National Naval Aviation Museum, Pensacola Lighthouse and National Park Service attractions all of which has totaled up to 900K visitors per year.

  - *South Navy Blvd (SR 295) improvements* from Gulf Beach Hwy (SR 292) to Sam Lovelace Bridge (NAS-owned bridge): signals, overhead variable and directional signage; lane alignment; changes (marking) on S. Navy Blvd to support Enclave/Main Gate improvements; Lane changes on South Navy Blvd (SR 295) to support Enclave/Main Gate improvements
    - Southbound lane adjustments, signage and electronic signalization would distinguish use of lanes to properly channel traffic to the correct entrance.
    - Misdirected visitors result in Main Gate turnarounds; that interferes with efficient security operations, disrupts work schedules and pose potential risks to the installation.
    - S. Navy Blvd & Main Gate improvements would be a precursor to a larger Enclave Plan that would separate the DoD operational traffic from the non-DoD visitor traffic (Enclave Plan not yet funded).
    - Supports Escambia County/District 2 study.

- Corry Station
  - *Dedicated right turn lane on New Warrington Rd (SR 295)* extending north from Chiefs' Way.
    - Pedestrian crossing improvements on New Warrington Rd at Chiefs' Way
    - Additional street lighting on New Warrington Rd median
    - Backups occur on New Warrington Rd. during peak traffic periods entering Corry Station East Gate @ Chiefs' Way
    - Dedicated turning lane would allow additional capacity for traffic southbound on New Warrington Rd during peak periods
    - Corry Station population is primarily first term/non-driving students using the Chiefs' Way/New Warrington Rd intersection/corridor for off-duty activities
    - Lighting and pedestrian safety improvements benefit both military and community
- Area-Wide
  - Continued support for public transportation to NAS Pensacola/Corry Station
  - Development of multi-use paths
  - Support for widening Blue Angel Pkwy (SR 173) north of Sorrento Rd (SR 292)
  - Support for widening Gulf Beach Hwy (SR 292) from Navy Blvd (SR 295) to Sorrento Rd.
  - Support for widening Sorrento Rd from Blue Angel Pkwy to Innerarity Point Rd.

NAS Whiting: Randy Roy, Community Planning and Liaison Officer, NAS Whiting Field

- NAS Whiting Field is proud to celebrate the 2024 Commander In Chief Navy Base of the Year, Installation Excellence Award Winner.

- Randy Roy explained the large geographic footprint of NAS Whiting and associated Outlying Fields in both FL and AL, highlighting the following project needs:

- *US 90*
  - Drainage / flood control. Project helps support of aviation assets and movement of military personnel to/from Navy Outlying Landing Fields (i.e. Navy Outlying Landing Field (NOLF) Harold, Santa Rosa and Choctaw).

- *SR 87*
  - Advance access/transportation usage from NAS Whiting to NOLFs Brewton, Choctaw and Evergreen
  - Project is a long-term/on-going FDOT initiative SR-87A Connector (LRTP 2045 Plan). PD&E conducted but project will take several years to fully fund and execute. This proposed new "closed-highway" system will enable transit support, travel time reductions to NOLFs Santa Rosa and Choctaw, and a true "north/south" corridor for Hurricane Evacuation.
  - Navy-County/Steering Committee should continue to work on designated NAS Whiting via STRAHNET/SIS initiative. This would potentially provide higher priorities in transportation funding/opportunities.
    - FDOT noted the recent TPO support for this and has requested Central Office continue to evaluate.

- *Munson Highway Connection*
  - Bring a spur from Munson Highway to Whiting Aviation Park to facilitate connection
  - The Whiting Aviation Park would benefit from a spur they may be a part of the SR-87A Connector project – effort would lessen traffic congestion and offer support of maintenance, repair and overhaul activities in the planned industrial park.

- *SR 87 / Langley Street Improvement*
  - Improve access via Highway 87N to Langley Street into NAS Whiting Field
  - Potential project to 4-lane Langley Street or develop an off-ramp via vacant property located immediately south of Langley Street/87N intersection
  - Effort would significantly improve safety concerns with traffic building up and backing up along 87N to the installation.
  - Gary and Jill will look into options for inclusion of this project in the Transportation Systems Management (TSM) program.

- *Intergovernmental Service Agreements (IGSAs)*
  - Randy encouraged FDOT and ALDOT to consider IGSAs with the Navy.
  - ECRC noted that an IGSA is underway for ECRC planning support to Navy.

Hurlburt Field: Scott Davidson, Community Planner, Hurlburt Field 1 SOCES/ CENP

- Scott Davidson presented needs for Hurlburt Field recognizing the regional connection between the FL-AL TPO and the Okaloosa-Walton (O-W) TPO planning areas.

- Hurlburt Mission [1 SOW] requires personnel to be recalled to base within a short timeframe to generate and launch aircraft. US 98 traffic delays could have mission impact. US 98 presents a safety and quality of life concern for the base.

- Hurlburt traffic priorities are:
  - US 98 Capacity widening
  - Navarre Community Access Road
  - Connecting the Collectors [between the Santa Rosa County Navarre Community Access Road project and the Okaloosa County Collector Road project]
  - Okaloosa County Collector Road
  - Hurlburt Field West Gate

- Hurlburt has hosted roundtables with community and FDOT leadership, and the TPO, coordinating with Okaloosa County Traffic Management Center, and continues to work to minimize mission impact to Eglin Range.

FDOT Freight: Holly Cohen, AICP, Freight and Rail Planning Administrator, FDOT Central Office

- Holly Cohen presented an overview of the FDOT Freight and Mobility Trade Plan (FMTP), and area-wide freight project needs.

- The FMTP update is underway identifying multimodal network needs and a prioritization process which screens for National Highway Freight Program (NHFP) eligibility to develop the Tier 1 NHFP Project List and Freight Investment Plan, and unfunded needs.

- FDOT Freight and Rail Office (FRO) priorities include:
  - Truck parking
  - Real-time traffic and truck parking
  - Intelligent Transportation Systems (ITS) to increase system efficiency
  - Resilience enhancements
  - Roadway capacity for freight / truck-only lanes
  - Improvements to connections to freight rail, port, airport to provide the critical last-mile access and connection to modal hubs including military and air cargo needs
  - Bridge improvements on National Highway Freight Network.

- Holly reviewed projects previously identified in the 2045 LRTP that are currently in construction or under some phase of development:
  - I-10 at US 29 Interchange

  - I-10 at US 90 (West Nine Mile Road) Interchange
  - I-10 from AL state line to US 29

- Future Needs
  - I-10 at US 29 Interchange (continued funding)
  - I-10 from Weigh Station to Nine Mile Road
  - Truck Parking in Okaloosa County rest area
  - I-10 Beulah Interchange

Comments from Committee Members and Public

- A question was asked regarding the integration of electric vehicles, technology, and charging stations. The FDOT *Electric Vehicle Master Plan*[31] identifies charging station locations, some of which are beginning to see funding in the current FDOT work program. The ECRC *Seven-Layer Cake* initiative is also underway to develop a consistent planning framework to integrate safety and technology. [32]

- A question was asked regarding the military flexibility allowing employees to work from home. Different bases have different requirements but do allow some flexibility in alternative work arrangements to help with traffic congestion.

Next Steps / Adjournment

- The meeting date for the Steering Committee #6 was set for September 16 to continue receiving input for Needs Plan projects.

- The CMP, Evaluation Criteria, and Financial Resources will be presented to the next TPO for action.

- The meeting was adjourned by Gary Kramer.

[31] https://www.fdot.gov/emergingtechnologies/home/evprogram/ev-plan
[32] https://ecrc.org/programs/transportation_planning/7-layer_initiatives.php

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #6
Meeting Summary September 16, 2024

Members Attending

Vince Beebe, ALDOT (on-line)
Thomas Coggins for Clark Merritt, Port of Pensacola
Roy Remington, Pensacola International Airport
Vernon Compton, CAC
Zakkiyyah Osuigwe, TCC (on-line)
Wendy Gavin, TCC
Scott Davidson, Hurlburt Field
Ann Simpson, Baldwin Regional Area Transit System
Randy Roy, Whiting Field (on-line)
Christian Wagley, Bicycle Perspective
Sarah Hart-Sislak, TCC
Holly Cohen, FDOT Freight (on-line)

Members Not Attending

Andrew Holmer, TCC
Alan Isaacson, CAC
Jim Kauffman, CAC
Jeb Smith, CAC
Steve Opalenik, Pensacola Naval Air Station
Christy Johnson, FDOT
Bryant Paulk, FDOT
Scott Moseley, ALDOT
Rodriques Kimbrough, Escambia County Area Transit

Others Attending

Ray Corbitt, FDOT (on-line)
Seth Patterson, Baldwin County Highway Department
Eric Christianson, Emerald Coast Regional Council (on-line)
Tiffany Bates, Emerald Coast Regional Council
Gary Kramer, Emerald Coast Regional Council
Angela Bradley, Emerald Coast Regional Council (on-line)
Jill Nobles, Emerald Coast Regional Council (on-line)
Cory Wilkinson, HDR

Handouts (Agenda, powerpoint, Steering Committee #5 meeting summary)

Introductions and Welcome

- The meeting was held both on-line (Teams Meeting), and in-person at the Emerald Coast Regional Council (ECRC) offices at 418 E Gregory Street Suite 100, Pensacola, FL 32502.

- Gary Kramer welcomed the participants to the sixth Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made both in-person and on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on presentations for Needs Plan project for ALDOT freight, bike / ped / trails, airport, water port, ECAT, BRATS and Baldwin County.

ALDOT Freight

- 2022 AL Statewide Freight Plan (June 2023) summarized the National Highway Freight Network along I-10, 2022 and 2050 truck traffic projections, 2050 truck bottlenecks, truck parking demand, and other ALDOT truck projects. None are noted within FL-AL TPO boundary, but adjacent.

- ALDOT noted a project need at the intersection of AL180 and 161 (Orange Beach) to better accommodate truck turning movements.

- Gary noted that the Foley Beach Express toll plaza has been removed.

Bike / Ped / Trail

- Christian Wagley (Bike Pensacola) and Vernon Compton summarized state and federal requirements for integration of mobility options with the long-range transportation planning process. Christian spoke from the perspective of Bike Pensacola, founded over eight years ago to bring visibility and improve conditions for bicycling in Pensacola. Although most commuters still drive alone in the Pensacola Metropolitan Statistical Area (MSA), planning has improved with the FDOT Context Classification System, however, more can be done to work with local governments on form-based codes to shift land use and the built environment toward more urban context classifications supporting more walkable neighborhoods. State Roads have not yet progressed to protected bike lanes in our area, but this is a need to provide greater mobility options. Prioritization should occur in areas where the urban form supports active transit, in areas where demographic conditions present a need, and where subsistence bike / ped needs are present.

- Vernon Compton discussed the FDEP Office of Greenways and Trails (OGT) system map which identifies opportunity and priority corridors. He noted that not all of these corridors are in the current FL-AL Ped / Bike plan. He noted the need for connectivity from urban centers to state, local, and regional parks.

- Cory Wilkinson summarized projects to be introduced into the 2050 Nees plan pulling from the existing Priorities, TIP, TPO Master Plan, SUN Trail Plan, FDEP OGT Plan, local and regional initiatives such as Bluffline, the City of Pensacola Active Transportation Plan, and the City of Orange Beach Transportation Master Plan. We currently have approximately 80 projects carried over from the 2045 LRTP and are evaluating an additional 52 new projects. New projects are originating from the referenced plans, where unfunded gaps are being identified as separate project segments.

- FDOT (on-line meeting participant) reminded of the need to make sure trail projects and needs are coordinated with railroads along Scenic Highway and around the port.

Port of Pensacola

- Thomas Coggin presented for the Port of Pensacola, a 55-acre full-service facility with seven berths. The largest commercial clients are Cemex, Martin Marietta, and GE which include products such as bulk cement, aggregate, and wind turbines. Vessel and cargo continue to increase. The *American Magic* homeport is a significant new initiative. Port build-out is proceeding in accordance with the 2019 *Portside Pensacola Vision Plan* which defines three general use areas: (A) public use / recreation / tourism; (B) education, marine science, aquaculture, and (C) traditional port / rail activities. Construction activities are underway for new public access pickleball courts in zone A, for *American Magic* homeporting in Zone B, and capital projects in zone C.

- Capital projects were summarized:

    - Maritime High-Performance Center of Excellence Dock Complex – dock and breakwater construction funded largely with Florida Seaport Transportation and Economic Development (FSTED) grants by the State of FL.

    - Upland Cargo Improvements – In process to provide on-site improvements in support of the Vision Plan.

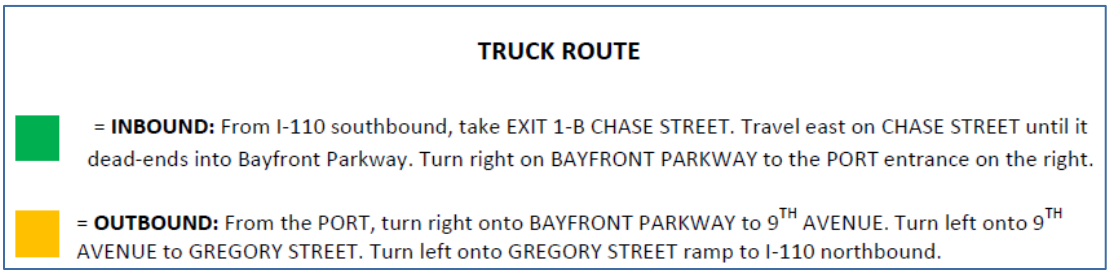
    - Berth 6 Deck Replacement – In process to replace bollards, fender system and deck. Deck replacement needs and funding remain.

    - Bayou Chico Intermodal Facility – This is a new off-site 21.5-acre private property on Bayou Chico off Barrancas Avenue. It is under consideration for an off-site Intermodal Facility by the Port to be used for cargo storing and laydown, and import / export via truck or rail. The property is not yet under Port ownership and is not currently funded. No intermodal system improvements (roadway, rail, water) are currently identified as specific projects in the Needs Plan.

    - NE Quadrant Site Development - In process to provide on-site improvements in support of the Vision Plan.

    - *Amerian Magic* Homeport - In process to provide on-site improvements in support of the Vision Plan to repurpose existing 55,000 sf warehouse to support *American Magic* operations for 130+ sailors, fabricators, engineers, and other staff.

- Intermodal needs were discussed. The exiting Port truck route is current adequate and needs to be maintained as:



- A back-up / temporary truck route will need to utilize 14th Avenue to accommodate an upcoming city maintenance project on Ninth Avenue.

- Questions on the truck route included clarification that the Port must be able to accommodate at least a 15-ft wide, 17-ft tall cargo for the GE wind turbines. The Port currently maintains this freight / truck access under FDOT permit and this must remain in place considering future multi-modal improvements such as Bayfront Parkway.

Pensacola International Airport (PNS)

- Roy Remington presented for the Airport as the Assistant Airport Director for Planning and Engineering. PNS is the largest airport in the FL panhandle and serves 3.6M passengers in FY 24 with eight airlines providing direct connection to points as far as New York, Chicago, and Denver. The primary catchment area includes Baldwin County in AL; and Escambia County and Santa Rosa County in FL. Passenger enplanements continue to rise post-pandemic. Capital improvements were discussed. There are $100.8M landside capital projects in process (FY25-29), and $62M airside capital projects in process (FY25-29).

    - Terminal Expansion – $100M terminal expansion is underway with the design phase for a new five-gate service area with expanded interior TSA checkpoint area.

    - Interior Roadway Circulation and Parking – On-site improvements were discussed to expand and improve roadway access and circulation. Improvements include a new cargo access road, expanded parking, and other circulation improvements.

    - Runway Improvements – Runway projects were summarized.

    No new needs were identified for projects on the surrounding roads for the Needs Plan. No new needs were identified for SR 750 (Airport Blvd) as the SIS connector.

Escambia County Area Transit (ECAT)

- Cory Wilkinson presented on behalf of Rodriques Kimbrough. The current Transit Development Plan (TDP) identifies the following capital projects:

    - Expand and Improve Bus Stup Infrastructure – Improve bus stops, benches, shelters, bicycle storage facilities. Set aside $50K annually for improvements. ECAT has received $5M state grants for this project (part of FL Hurricane Sally grant funding) to improve streetscapes and add solar-powered lighting throughout low- to moderate-income areas by installing 80 new bus shelters and updating 32 existing shelters.

    - Renovate / Reconstruct Rosa L. Parks Complex – New operations and maintenance facility and improvements to existing facility. ECAT has received $52.9M state grants for this project (part of FL Hurricane Sally grant funding).

    - Electric Bus Fleet – Transition to all-electric bus fleet. ECAT has received $21M FTA grant for this project.

Baldwin County and Baldwin Regional Area Transit System (BRATS)

- Sarah Hart-Sislak and Ann Simpson presented a consolidated needs for Balwin County.

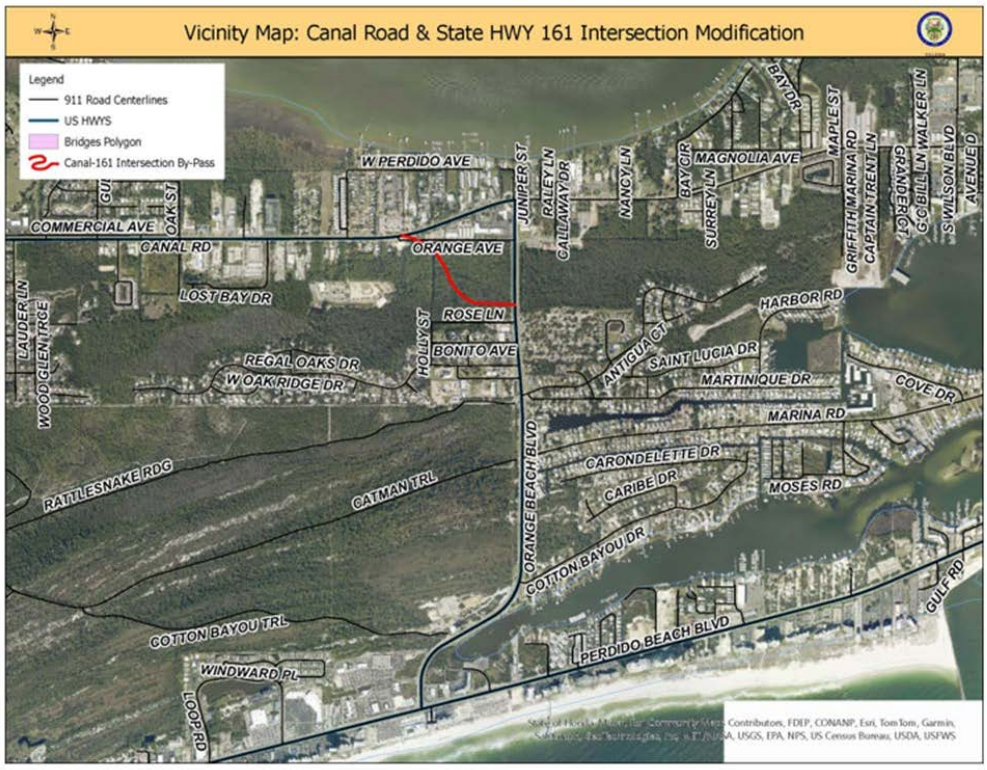
    - Lillian – proposed pedestrian routes to encourage multi-modal use. Two new project segments identified in association with the CR 99 project to add shoulder widening path on CR 99 to Rosalia Avenue to CR 91 Loop [see image below].

    - Orange Beach – Three projects: (1) SR 161 Intersection By-Pass, (2) Wolf Bay (Visionary), and (3) Cross-Island Connector Bridge (Visionary) [see image below].

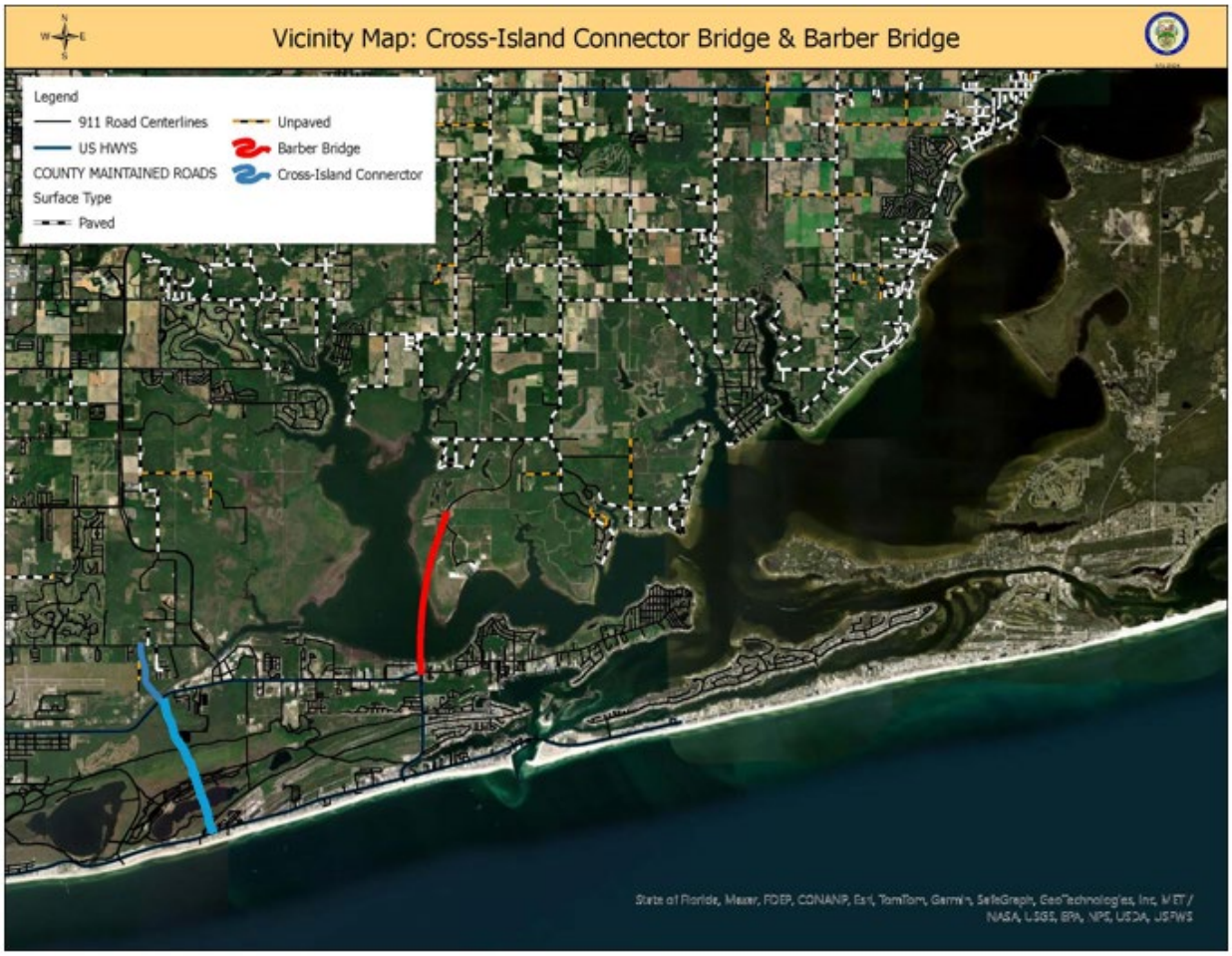
    - Area-Wide – (1) Better connection between BRATS and ECAT; (2) public transit feasibility studies for commuters from Foley to Gulf Shores / Orange Beach, and for visitors within Gulf Shores / Orange Beach; and (3) capital rolling stock to expand micro transit services.



Lillian CR-99 Shoulder Widening to Rosalia Avenue to CR-91 Loop



Orange Beach Intersection Modifications on SR 180 (Canal Road) and SR 161 By-pass



Orange Beach *Visionary* Projects: Wolf Bay (Barber) and Cross-Island Connector Bridge.

Needs Plan Development (Preliminary)

- Cory Wilkinson presented preliminary military Needs Plan projects as summarized from the previous Steering Committee #5 meeting. These projects are from the ECRC Military Installation Resilience Review (MIRR):

  - (5.5.2) Navy Boulevard Improvements
  - (5.5.5) Blue Angel Parkway Improvements
  - (5.5.6) Gulf Beach Highway and Sorrento Road Improvements
  - (5.6.5) Highway 90 Resilient Roadway
  - (5.6.7) Munson Highway Connector
  - (5.6.8) Highway 87 Improvements
  - (5.7.6) Navarre Beach Bridge Realignment and Reconstruction (Not state road)
  - (5.7.7) Regional Intelligent Traffic Management
  - (5.8.1) Highway 98 Congestion Relief Package

By facility, these projects were presented at Steering Committee #5:

- NAS Pensacola
  - SR 295 Corridor Study (underway)
  - Dedicated commercial truck land from SR 292 to West Gate
  - SR 295 Turn Lane improvements at Corry Station (recommended as TSM project)
  - Multi-Use Path along SR 173

- NAS Whiting
  - US 90 Drainage
  - SR 87 and SIS facility request
  - SR 98 at Langley Street (referred as TSM project)

- Hurlburt Field
  - US 98 Widening
  - Navarre Community Access Road (PD&E underway with Santa Rosa County)
  - Connecting the Collectors
  - Okaloosa County Collector Road (PD&E underway with Okaloosa County)
  - Hurlburt Field West Gate

Next Steps / Adjournment

- A meeting date was not set for the Steering Committee #7 until the 2025 TPO schedule is known.
- There will likely be four Steering Committee meetings leading up to the October 2025 LRTP approval deadline.
- The CMP, Evaluation Criteria, and Financial Resources will be presented to the next TPO for action.
- The meeting was adjourned by Gary Kramer.

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #7
Meeting Summary January 22, 2025

Members Attending

Alan Isaacson, CAC
Vernon Compton, CAC
Wendy Gavin, TCC
Andrew Holmer, TCC
Ann Simpson, BRATS
Randy Roy, Whiting Field
Roy Remmington, Pensacola International Airport
Scott Davidson, Hurlburt Field
Thaddeus Davenport, ECAT

Members Not Attending

Vince Beebe, ALDOT
Scott Moseley, ALDOT
Bryant Paulk, FDOT
Christy Johnson, FDOT
Holly Cohen, FDOT Freight
Jim Kauffman, CAC
Zakkiyyah Osuigwe, TCC
Sarah Hart-Sislak, TCC
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective

Others Attending

Kandase Lee, ECRC
Annie Arguello, ECRC
Tiffany Bates, ECRC
Eric Christianson, ECRC
Jessica Walton, ECRC
Jill Nobles, ECRC
Richard Littlefield, HDR
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #6 meeting summary, and a list of projects no longer included for 2050.

Introductions and Welcome

- The meeting was held on-line (Teams Meeting). The in-person component was not held due to snow / ice conditions resulting in local government closures and road closures.

- Gary Kramer welcomed the participants to the seventh Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. At the most recent TPO (December 2024), the following were approved on consent: Congestion Management Process, Evaluation Criteria, and Financial Resources. Today's meeting will focus on the draft Needs Plan.

Draft Needs Plan

- A week prior to the Steering Committee meeting, Steering Committee members were sent:
  - Spreadsheets and maps of Needs Plan projects by category:
    - Existing Plus Committed (E+C) {FY20-28]
    - Bike / Ped / Trail
    - Corridors
    - ECRC Seven-Layer Cake (Vision Zero / safety projects)
    - Strategic Intermodal System (SIS)
    - Non-SIS
    - Public Transportation
    - Intersections / Interchanges
    - Illustrative (beyond 2050)
  - Draft presentation slides
  - A list of projects from 2045 LRTP no longer included in 2050 LRTP.
  - Note: Projects from the current Transportation Improvement Program (TIP) [FY25-29] are included in the Needs Plan within the above categories.

- The Needs Plan development process consists of the following steps:
  - E+C analysis
  - Deficiencies
  - Steering Committee meetings
  - Public Review
  - Adopt

- The E+C Network consists of projects completed or will be completed by 2028. In addition, projects on the current Transportation Improvement Program (TIP) [FY25-29] are included in the Needs Plan development.

- The Northwest Florida Regional Planning Model has been developed by HNTB under contract to FDOT District 3. The model considers many growth factors such as population and housing demands and projects capacity deficiencies in three categories based on a volume-to-capacity (v/c) ratio:
  - Borderline congested (0.9 – 1.1)
  - Congested (1.1 – 1.3)
  - Very Congested (1.3 or greater)

  Roadway network segments were evaluated based on the model output data and segments incorporated into the Needs Plan where deficiencies were identified for Congested or Very Congested segments. Model development has not yet been provided for AL.

- Additional input on the draft Needs Plan was provided by:
  - Presentations at prior Steering Committee meetings
  - Review of local, regional, ALDOT, and FDOT planning documents (identified in the Goals and Objectives development)
  - Review of TPO planning documents: FL-AL FY25-29 TPO Priorities; FL-AL Bike / Ped / Trail Plan; and the FY25-29 Transportation Improvement Program (TIP)
  - Strategic Intermodal System (SIS) Plans
  - 2045 Long Range Transportation Plan (LRTP)
  - ECRC Safe Streets for All (SS4A) Action Plan (Dec 2024)
  - ECRC Military Installation Resilience Review (MIRR) (Dec 2024)

- The Needs Plan has been developed in a Geographic Information System (GIS) visualization tool and organized into a Dashboard.

- Currently, there are 368 projects in the draft Needs Plan in the following categories:
  - E+C (14)
  - Bike / Ped / Trail (152)
  - Corridor Management (13)
  - Seven-Layer Cake (56)
  - SIS (30)
  - Non-SIS (91)
  - Public Transportation (9)
  - Illustrative (3)
  - Growth of Needs Plan projects from 2045 to 2050 is noted and driven largely by the additional bike / ped / trail projects such as SUNTrail unfunded gaps, and the additional safety and military projects that were identified in the recently completed SS4A Plan and the MIRR studies.

- Needs Plan project costs are in process of being developed and projected to Year of Expenditure based on required inflation factors. Currently, the Needs Plan is at approximately $21.6B YOE with $2.1B in financial resources available. By county, the Needs Plan contains 17 projects for Baldwin County, 209 projects for Escambia County, and 126 projects for Santa Rosa county with the balance being regional projects that cross county lines.

- **E+C projects** include:
  - AL SR 180 (Canal Rd)
  - Beach Express / Waterways
  - Gregory St
  - Olive Road
  - Nine Mile Road
  - US 29 at I-10 Interchange
  - Chappie James Bridge
  - Longleaf Drive
  - Pea Ridge Connector Phase 1
  - North Palafox
  - US 98 Gulf Breeze Parkway
  - No Steering Committee comments were received on the E+C network.

- **Bike / Ped / Trail projects** include:
  - FL-AL Bike / Ped / Trail Plan
  - FDOT Shared-Use Non-Motorized (SUNTrail) unfunded gaps
  - FDEP Office of Greenways and Trails
  - Local plans
  - Current TIP, Priorities
  - Note: the 2050 Plan includes a substantial increase in the number of bike / ped / trail projects due to incorporation of the SUNTrail Unfunded Gap project segments.

  - A Steering Committee member asked if the Bluffline project and the Blackwater Trail Connector projects are included. The projects were displayed from Dashboard to show they are included.

  - A Steering Committee member asked to include a Transportation Alternatives Program (TAP) project and will provide a shape file to include on the Draft Needs Plan.

- **Seven-Layer Cake projects** include:
  - Regional Intelligent Traffic Management Center (RTMC)
  - Intelligent Transportation System (ITS) Communications and fiber networks
  - Safe Streets for All (SS4A) Demonstration Grant
  - SS4A Safety Action Plan High Injury Networks (both segments and intersections)

  - A Steering Committee member asked if two additional projects can be included: Airport Road; and Stewart Street at Magnolia Drive. Airport Road is currently included as one of the SS4A High Injury Network intersections. The FDOT resurfacing project includes improvement at Stewart Street / Magnolia. It does not need to be included in the Needs Plan.

- **SIS projects** include:
  - I-10

- US 29
- US 98
- SR 173
- SR 297
- SR 196
- SR 87 (possible future SIS)
- SR 750

- Steering Committee input is requested for SIS projects:
  - 6-lane need on US 29 to State Line – Beyond 2050? While it seems to a long-term need and could be considered beyond 2050, there was not consensus from the Steering Committee to remove it since it is a SIS Need.

  - I-110 E. Gregory Street Loop Ramp Removal needed? A member of the steering committee asked if the local governments have made an official request? No official requests have been received, but it is being considered in other planning documents such as the City of Pensacola Community Redevelopment Agency plan updates. The consensus was to leave it in at this time pending further input from the TPO or local governments.

  - A member of the Steering Committee member asked if additional letters of support were needed for the SR 87 SIS request. ECRC recognized that those letters of request have been presented to FDOT and nothing additional needs to be provided to the TPO at this time.

- **Non-SIS projects** include:
  - US90
  - US 98
  - SR 180 (AL)
  - SR 742
  - SR 297
  - SR 289
  - SR 292
  - SR 727
  - SR 286
  - SR 298
  - SR 99
  - SR 87
  - County Roads

- Steering Committee input is requested for Non-SIS projects:
  - US 29 Connector West from Beulah to US 29; US 29 Connector East from US 29 to Quintette Road to Five Points; Beulah Road / Kingsfield Road connections, and Well Line, Muscogee, Kingsfield extension. Escambia County requests these projects remain as shown to accommodate areas where growth is occurring / projected in order to accommodate future housing needs.

- Johnson Avenue new capacity. Escambia County agrees with the new capacity project as shown to address the deficiency leading to and ending at Ellyson Field. The capacity on this segment also addresses truck / freight need to Ellyson Field Industrial Park.

- Pinestead / Longleaf future capacity (between Wymart Rd and US 29). Escambia County believes the existing improvements (E+C) address the need w/out including the previously considered "missing link" segment through the Wedgewood community.

- Nine Mile Road and US 90 through to East Milton. The existing 4-lane and 6-lane segments as presented are agreeable to the Steering Committee.

- Chemstrand Road 4-lane capacity to Kingsfield or Old Chemstrand. Escambia County agrees with the proposed capacity on Chemstrand between Nine and Ten Mile as presented. The connection to UWF may not be a current need but was previously requested by UWF. The potential future Bluffs Industrial Park has not yet advanced sufficiently to indicate a capacity need.

- Any other capacity projects to accommodate planned housing / future growth? None identified.

- Community Redevelopment Agency (CRA) Plan projects? None identified.

- Santa Rosa Island Authority or Gulf Islands National Seashore projects? Tiffany updated the Steering Committee on the coordination with NPS Gulf Islands National Seashore Superintendent, and SRIA.

- Any other state / Federal Land Management Agency needs? They will be given an opportunity to review the draft Needs Plan when the agenda for the TPO is distributed.

- A member of the Steering Committee asked about access links on both the east and west sides of NAS Whiting Field. Both are shown on the Dashboard and included in the Needs Plan.

- **Corridor projects** include:
  - SR 295 (Fairfield)
  - 17th Ave
  - SR 292 (Pace)
  - CR 95A
  - SR 296 (Michigan)
  - SR 89 (Dogwood)
  - Jordan / Maxwell
  - SR 295 (Navy)
  - CR 191 (Munson)
  - W. Main
  - W. Navy

- Reimagine Jackson
- Cervantes Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
- No additional Steering Committee input was received during the meeting on Corridor projects.

- **Public Transportation projects** include:
  - Amtrak extension (along CSX rail)
  - Express bus routes: Hurlburt, Orange Beach / Gulf Shores (BRATS connection), Milton, Tiger Point Community Center, Navy Federal
  - ECAT Transfer Facility (new)
  - No additional Steering Committee input was received during the meeting on Corridor projects. BRATS indicated the projects are presented address their needs.

- **Intersection / Interchange projects** include:
  - SL SR 180 Canal / Foley Beach Express
  - US 98 at NAS Corry Station
  - US 98 at SR 295
  - SR 292 at NAS West Gate / SR 173 at SR 292 to NAS West Gate
  - CR 197 Five Points
  - SR 289 (Ninth, Langley, Tippen)
  - Pensacola Beach roundabouts
  - CR 399 roundabouts
  - SR 399 Gulf Breeze Parkway at Pensacola Beach Road
  - I-10 interchanges: Beulah, Nine Mile, Pine Forest, US 29, Ninth Avenue
  - CR 297 / 297A roundabout
  - High-Injury Network Tier 1 Intersections
  - No additional Steering Committee input was received during the meeting on intersection projects.

- **Illustrative** projects include:
  - US 90 / 98 New Connector
  - AL Cross-Island Connector
  - Wolf Bay Bridge
  - No additional Steering Committee input was received during the meeting on Illustrative projects.

Next Steps / Adjournment

- Draft Needs Plan to TPO in February.
- Public involvement in March.
- Steering Committee #8 review in April.
- TPO adoption in May.
- The meeting was adjourned by Gary Kramer.

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #8
Meeting Summary April 15, 2025

Members Attending

Ray Corbitt, FDOT D3 Rail, Seaport, Freight Office for Holley Cohen (Online)
Ann Simpson, Director of Transportation, Baldwin County (Online)
Roy Remmington, Pensacola International Airport
Scott Davidson, Hurlburt Field
Wendy Gavin, TCC, City of Pensacola (Online)
Zakkiyyah Osuigwe, TCC, Santa Rosa County

Members Not Attending

Vince Beebe, ALDOT
Scott Moseley, ALDOT
Bryant Paulk, FDOT
Christy Johnson, FDOT
Thaddeus Davenport, ECAT
Randy Roy, Whiting Field
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective
Andrew Holmer, TCC
Sarah Hart-Sislak, TCC
Alan Isaacson, CAC
Vernon Compton, CAC
Jim Kauffman, CAC

Others Attending

Leandra Meredith, ECRC (Online)
Roshita Taylor, ECRC (Online)
Jill Nobles, ECRC (Online)
Jessica Walton, ECRC (Online)
Annie Arguello, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #7 meeting summary, draft Non-SIS Cost Feasible Plan Scenario 1, and a list of projects no longer included for 2050.

Introductions and Welcome

- The meeting was held in-person at the Pensacola Library (239 N. Spring Street, Pensacola, FL), and on-line (Teams Meeting).

- Gary Kramer welcomed the participants to the eighty Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made on-line.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on the final Needs Plan and initial draft of the Cost Feasible Plan focusing on the Non-Strategic Intermodal System (non-SIS) Priorities scenario.

Needs Plan

- Prior to the Steering Committee meeting, Steering Committee members were sent:
  - Spreadsheets and maps of Needs Plan projects by category as revised:
    - Bike / Ped / Trail
    - Capacity
    - Corridor Management
    - ECRC Seven-Layer Cake (Technology)
    - Intersections
    - Public Transportation
    - Existing Plus Committed (E+C) [FY20-28]
    - Illustrative (Beyond 2050)
  - Draft presentation slides
  - A list of projects from 2045 LRTP no longer included in 2050 LRTP.

- The Needs Plan development process consists of the following steps:
  - E+C analysis
  - Deficiencies
  - Steering Committee meetings
  - Public Review
  - Adoption

- Since the last Steering Committee, additional input was sought from the following, but no responses were received from:
  - Federally Recognized Tribes and Santa Rosa Band of the Lower Muscogee
  - Environmental agencies (both FL and AL)
  - Pensacola and Perdido Bay Estuary Program
  - NPS Gulf Islands National Seashore

- Visit Pensacola
- Florida's Great Northwest
- Pensacola-Escambia Development Commission
- Santa Rosa County Tourist Development Office
- Regional Tourism Council / Coastal Alabama Partnership [Baldwin County TDC]
- Area Housing Commission
- Escambia Consortium
- Community Redevelopment Agencies

- Since the last Steering Committee, three noticed public meetings were completed:
  - Meeting 1 Baldwin County: AL Monday, March 10, 2025; 10:00 – 11:30 a.m.; Orange Beach Public Library

  - Meeting 2 Santa Rosa County, FL: Tuesday, March 11, 2025; 10:00 – 11:30 a.m. Gulf Breeze Community Center;

  - Meeting 3 Escambia County, FL: Wednesday, March 12, 2025; 2:00 – 3:30 p.m. West Florida Public Library

- Public and local government comment received at these meetings are summarized:

  - <u>Meeting 1 Baldwin County:</u>

    - ALDOT asked to clarify the map routes of some of the projects such as the Waterways project. Cory will send ALDOT an e-mail with screenshots for mark-up (e-mail sent 3/10/25). Gary Kramer indicated the current Foley Beach Express account for the 2 lanes going north bound.

    - City of Orange Beach noted a correction on map ID numbers for the Illustrative projects (corrected 3/10/25).

    - ALDOT asked to remove "Grade-Separation" from ID 694 (corrected 3/10/25).

    - ALDOT asked to review limits of Lillian Loop paved shoulders with Baldwin County (Baldwin Co coordination complete 3/11/25 and revised 3/28/25): Recategorized CR 99 Paved Shoulders from Carrier Drive to Rosalia Ave to E+C; and Recategorized CR 91 Paved Shoulders and Rosalia Ave Paved Shoulders to Illustrative.

    - City of Orange Beach asked about the regional extension of Foley Beach Express north to I-65. ALDOT recommended it not be included as it extends well beyond the TPO boundaries.

    - ALDOT asked about the 4-lane capacity on US 90 (ID 600). It was decided to leave the 4-lane capacity need at this time as it may support future land development.

    - ALDOT asked about US 98 in Lillian. SAIN Associates reviewed the traffic counts. It was decided to leave it in the needs plan because of growth in 2050.

- City of Orange Beach asked to add a new Bike / Ped / Trail shared-use path project along the limits of AL SR 182 within the TPO planning area (added 3/10/25). While the project is not yet included in the FL-AL TPO Ped / Bike / Trail Plan, it was agreed to add the project to the Needs Plan at this time to support future grant applications.

- SAIN Associates asked about public transportation projects in Orange Beach. BRATS provides on-demand service and has participated in the Steering Committee meetings. The Needs Plan incorporates their request for regional connections.

- SAIN Associates asked if the Baldwin County Model documentation needs to be included. Gary Kramer indicated the affirmative because Florida's Model documentation is included.

- City of Orange Beach asked to clarify the local road portion of Canal Road east of Orange Beach Boulevard (SR 161) which would not have the AL SR designation. (Corrected 03/11/25).

- Meeting 2 Santa Rosa County:

  - City of Gulf Breeze asked about the Citizens Advisory Committee (CAC) representative. ECRC staff addressed the composition of the CAC which includes a City of Gulf Breeze resident.

  - City of Gulf Breeze asked about the role and function of the ECRC Board. ECRC staff clarified that the Board has approval authority on regional projects that span across the individual TPO limits such as the Safe Streets and Roads for All plans.

  - Santa Rosa County asked to receive Northwest FL Regional Planning Model output to assist in preparation of their East Milton Master Plan. FDOT indicated they will share the model data.

  - City of Gulf Breeze asked about the 8-lane capacity need on US 98 shown on the map. The 8-lane need originates with the Strategic Intermodal System (SIS) Plan in the SIS Long-Range Cost Feasible Plan (FY 35-50) which identifies SIS Project ID 3916 as an 8-Lane improvement. However, a new PD&E will be initiated this Fall which will evaluate and determine whether capacity improvements are needed. It is anticipated that the new PD&E will primarily focus on the reconfiguration of the SR 399 interchange, and access management improvements. City of Gulf Breeze noted an inconsistency on the description of ID 813 (corrected 3/11/25). In the development of Needs Plan projects, SIS project 3916 description was modified by FDOT D3 12/18/24 to no longer include 8-lane capacity widening through Gulf Breeze proper. FDOT D3 does not intend to pursue the widening of US98 through Gulf Breeze, but the segment to the east of the SR 399 Interchange will be considered for potential widening from 4 to 6 lanes in addition to a new interchange.

  - ECRC staff will contact Santa Rosa County Economic Development Director, Mr. Shannon Ogletree, to see if there are other freight or capacity needs on SR 87 or US 90 in support of recent

and on-going initiatives for industrial park development in the East Milton area. (Note: complete by ECRC April 7, 2025. No additional input needed.)

- ALDOT asked if the map ID number refer to priority ranking? No – these are simply identification numbers with no linkage or reference to priority ranking.

- Meeting 3 Escambia County:

  - An attendee asked about the roundabout on CR 297/297A. This project is incorporated from a completed FDOT PD&E. For additional information on the PD&E, see https://nwflroads.com/projects/441056-2.

  - An attendee asked how freight and rail projects are incorporated. Freight and rail projects were provided by the state-wide FDOT Freight and Rail Office based on the Freight Mobility and Trade Plan (FMTP), as presented by the FDOT Freight and Rail Planning Administrator at the August 12, 2024 LRTP Steering Committee meeting. The meeting participant was interested to know if any railroad projects were identified, because there has been mention of rail vulnerabilities as part of the on-going city and county vulnerability assessments in other meetings. The Amtrak passenger rail project is included in the Needs Plan. However, no freight rail projects were requested by FDOT in the identified based on the current Freight Mobility and Trade Plan. However, as additional plans such as the vulnerability assessments are approved, the Needs Plan can be modified to incorporate additional projects.

  - An attendee asked how the Evaluation Criteria were developed and applied. Responses were provided to clarify elements of the Evaluation Criteria which have been previously approved by the Steering Committee and TPO. An explanation was provided to clarify how the Evaluation Criteria will be applied to the Needs Plan projects as a way to analyze which projects may have greater need based on the approved criteria.

  - Additional input was provided by Escambia County on February 27, 2025. Detailed responses were reviewed with Escambia County and summarized below:

    - Bike / Ped / Trail requests reviewed based existing Plan; where needed, gaps were incorporated to include Guidy Lane, Pensacola Beach Shared Use Path, and implementation of the Reimagine Jackson projects.

    - Non-SIS Capacity projects were added for W. Nine Mile Pedestrian Overpass at Beulah Middle School, SR 99 Beulah Rd (4-lane), Wilde Lake Blvd (2-lane), Klondike Rd (2-lane), and Eight Mile Creek Rd (2-lane).

    - Intersection improvements at six locations on US 29 referred to Transportation System Management (TSM) for implementation

    - Greenbrier Blvd extension to UWF retained

- Currently, there are 367 projects in the reorganized Needs Plan [368 projects at Steering Committee Meeting 7, February 2025; & 253 projects in 2045] in the following categories:
  - Bike / Ped / Trail (144)
  - Capacity (106)
  - Corridor Management (12)
  - Seven-Layer Cake (59)
  - Intersections (17)
  - Public Transportation (9)
  - E+C (16)
  - Illustrative (4)

  Maps and spreadsheets of each of the categories were presented and reviewed and provided as meeting handouts. Note that projects were re-numbered from the previous Steering Committee to accommodate the revised categories.

The Steering Committee did not have any additional comments on the Needs Plan projects. As such, the Needs Plan will be advanced to the TPO, TCC, and CAC for consideration at their May meetings.

- Discussion turned to the Cost Feasible Plan development. The final step in the 2050 LRTP is reducing the Needs Plan to a Cost Feasible Plan based on revenue.

- FL SIS Cost Feasible Plan is provided by FDOT. This scenario has been developed and will be presented to the next Steering Committee. All SIS projects in the three SIS Plans are considered funded.

- Non-SIS Capacity projects are considered based on scenarios:
  - Non-SIS Project Priorities Alternative for Florida (draft provided at this meeting)
  - Non-SIS Evaluation Criteria Alternative for Florida (draft at next meeting)
  - Non-SIS Multi-Modal Alternative for Florida (draft at next meeting)
  - Hybrid option developed from these three for TPO approval (draft at next meeting).

- Alabama Alternative (draft at next meeting)

- Updated financial resources data were presented for FL.
  - Source is FDOT 2050 Revenue Forecast Handbook.

  - Additional guidance provided by FDOT October 1, 2025, and March 27, 2025.

  - Non-Strategic Intermodal System (Non-SIS) Capacity funding includes:
    - State Highway System (SHS, non-SIS) [Handbook Table 30]
    - Other Roads (Non-SIS, Non-SHS) [Handbook Table 31]
    - Federal Surface Transportation Block Grant (STBG) Transportation Management Area (TMA) [Handbook Table 27 as supplemented by FDOT D3 (March 2025)]

  - Capacity funding does <u>not</u> include:
    - Transit [Handbook Table 32]
    - Carbon Reduction Program [Handbook Table 29]
    - Transportation Alternatives (TA) [Handbook Table 28]

  - Transportation Regional Incentive Program (TRIP) [Handbook Table 15]

- The total 2050 Non-SIS Capacity funding is **$325.48M** [Present Day Cost]. For comparison, 2045 (w/out SIS): $763.2M YOE; or $449.9M PDC; and 2050 (w/out SIS): $532.8M YOE; or $325.5M PDC. This represents 28% decrease PDC.

- Additional guidance was provided by FDOT on April 15 (just prior to this Steering Committee meeting) to clarify how to calculate the additional 22% for PD&E and Design Production Support. The tables will be updated.

- This first Cost Feasible Plan (CFP) Scenario is the Non-SIS Priorities based on the FY27-31 Priorities under development.

- This scenario determines how many Non-SIS Priorities, in order of priority, can be funded with available revenue of $325.5M PDC.

- There is an additional $71.6M (state funds) for PD&E and Design, based on guidance from the Handbook. Note: this number was estimated at $65.1M for the Steering Committee meeting materials and did not incorporate the revised guidance received on April 15, 2025 just prior to the meeting.

- Draft Non-SIS Scenario 1 was reviewed. Note: the following images reflect the updated numbers revised after the Steering Committee meeting.

- There was discussion about future funding on the Navarre Community Access Road and Connecting the Collector projects. The Navarre Community Access Road PD&E is under but delayed until September 2025. Hurlburt is seeking additional funding for the adjacent Connecting the Collector project (in Okaloosa County). Steering Committee members discussed federal grants that might help. Gary clarified that if grant or local funding contributes to the project development, the additional revenue can be used to potentially bring a project into the Cost Feasible Plan for these and locally-funded PD&E studies such as CR 197 Chumuckla Highway (Santa Rosa County).

Next Steps / Adjournment

- May 2025 TPO: Final Needs Plan and initial draft Cost Feasible Plan
- TBD: Steering Committee Meeting #9 (June)
- Cost Feasible Plan public outreach (June / July)
- Steering Committee #10 (July)
- August 2025 TPO: Cost Feasible Plan adoption
- The meeting was adjourned by Gary Kramer.

Steering Committee #9
Meeting Summary June 10, 2025; 10:00 a.m.

Members Attending

Vince Beebe, ALDOT (Online)
Scott Moseley, ALDOT (Online)
Sarah Hart-Sislak, TCC / Eastern Shore MPO (Online)
Scott Davidson, Hurlburt Field
Wendy Gavin, TCC, City of Pensacola
Zakkiyyah Osuigwe, TCC, Santa Rosa County

Members Not Attending

Ray Corbitt, FDOT D3 Rail, Seaport, Freight Office for Holley Cohen (Online)
Ann Simpson, Director of Transportation, Baldwin County (Online)
Roy Remmington, Pensacola International Airport
Bryant Paulk, FDOT
Christy Johnson, FDOT
Thaddeus Davenport, ECAT
Randy Roy, Whiting Field
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective
Andrew Holmer, TCC
Alan Isaacson, CAC
Vernon Compton, CAC
Jim Kauffman, CAC

Others Attending

Kevin Harrison, SAIN (Online)
Leandra Meredith, ECRC (Online)
Roshita Taylor, ECRC (Online)
Jill Nobles, ECRC (Online)
Eric Christianson, ECRC (Online)
Jessica Walton, ECRC (Online)
Annie Arguello, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #8 meeting summary, draft Cost Feasible Plan scenarios.

Introductions and Welcome

- The meeting was held in-person at the Pensacola Bay Center (201 East Gregory Street, Pensacola, FL 32502), and on-line (Teams).

- Gary Kramer welcomed the participants to the ninth Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made for in-person and on-line participants.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on the draft Cost Feasible Plan scenarios.

Draft Cost Feasible Plan Scenarios

- Prior to the Steering Committee meeting, Steering Committee members were sent:
  - Tables and maps of Cost Feasible Plan scenarios:
    - Current Transportation Improvement Program (TIP) FY25-29 and FY26-30
    - [1] Strategic Intermodal System (SIS) Projects and Priorities
    - [2A] Non-SIS Priorities Scenario
    - [2B] Evaluation Criteria Scenario
    - [2C] Multi-Modal Scenario
    - [3] Alabama Projects
  - Draft presentation slides

- The Cost Feasible Plan development process consists of the following steps:
  - Needs Plan
  - Financial Resources
  - Scenarios
  - Public input and Steering Committee reviews
  - Adoption

- With adoption of the Needs Plan by the TPO in May, the Steering Committee was updated on FDOT Financial Resources (no changes to ALDOT).
  - Revenue provided from FDOT *2050 Revenue Forecast Handbook* (June 2023), as updated (December 2024 and April 2025)
  - Revenue reduced from Year of Expenditure (YOE) to Present Day Cost (PDC) based on *Handbook* inflation factors
  - Available revenue is for right-of-way and construction phases

- Available revenue for <u>production</u> phases (PD&E and Design) is assumed at an additional 22% based on *Handbook* and FDOT guidance

- Capacity funding <u>includes</u>:
  - SHS (non-SIS) [Handbook Table 30]
  - Other Roads (Non-SIS, Non-SHS) [Handbook Table 31]
  - Federal Surface Transportation Block Grant (STBG)Transportation Management Area (TMA) [Handbook Table 27 as supplemented by FDOT D3]

- Capacity funding does <u>not</u> include:
  - Transit [Handbook Table 32]
  - Handbook Table 29
  - Transportation Alternatives (TA) [Handbook Table 28]
  - Transportation Regional Incentive Program (TRIP) [Handbook Table 15]

- From these tables, Capacity funding is calculated as shown:

Capacity Programs	Time Periods (Fiscal Years) $ in Millions in Year of Expenditure (YOE)					
	2025	2026-2030	2031-2035	2036-2040	2041-2050	27-Year Total
SIS [from SIS Plans]	$31.23	$448.23	$113.73	$27.76	$966.81	$1,587.77
SHS (Non-SIS) [*Handbook* Table 30]	$0.68	$7.57	$17.98	$18.69	$38.03	$82.95
Other Roads (Non-SIS, Non-SHS) [*Handbook* Table 31]	$0.63	$11.28	$9.89	$10.29	$20.94	$53.02
Transit (Non-SIS) [*Handbook* Table 32]	$2.67	$7.33	$7.93	$8.29	$16.92	$43.15
Federal STBG TMA Funds [*Handbook* Table 27 as Modified]	$34.62	$60.58	$64.63	$64.63	$129.25	$353.70
Total Capacity *[Does not include TRIP, TA, Carbon]*	**$69.83**	**$534.99**	**$214.16**	**$129.66**	**$1,171.95**	**$2,120.59**
Total Capacity (with out SIS)	**$38.60**	**$86.76**	**$100.43**	**$101.90**	**$205.14**	**$532.82**
PDC Reduction Factor (not reducing Table 27)			1.37	1.61	2.06	
Available Revenue PDC			$84.97	$82.63	$157.88	**$325.48**
Additional 22% for Production (PD&E and Design)			$18.69	$18.18	$34.73	**$71.61**

2045 total FL Available Revenue (w/out SIS): $763.2M YOE; or $449.9M PDC
2050 total FL Available Revenue (w/out SIS): $532.8M YOE; or $325.5M PDC
28% decrease in PDC funds

EMERALD COAST REGIONAL COUNCIL

- Capacity funding summary (without SIS dollars):
  - **$325.48M for Right-of-Way and Construction / CEI phases**, Present Day Cost (PDC)
  - **$71.61M for PD&E and Design phases**, PDC (additional 22% as allowed by FDOT)
  - In 2045, we had $449.9M PDC for Capacity (non-SIS) funding.

- Projects in the current TIP were reviewed (refer to presentation slides and handouts).

- Cost Feasible Plan Scenarios were reviewed.

- Due to scheduling conflicts, the AL projects were reviewed first.

- **[3] Alabama Projects** were reviewed.

- All available AL funding (both SU MPO Dedicated and Capacity funds) are proposed to be applied to Needs Plan project 308, Canal Road between SR 59 and Beaver Creek Lane (5-lane capacity) to fund through R/W. However, construction funding is still $9M short.

- ALDOT noted that the SR 180 project might not be the right project to advance due to uncertainties in future funding but agreed that it is acceptable to leave in as the primary Cost Feasible Plan project to advance at this time, placing the project in the FY 41-50 timeframe.

- ALDOT will verify if SU MPO dedicated funds can be applied as noted. [Note: following the meeting, ALDOT notified ECRC that they believe it is acceptable to use MPO funds on a capacity project.]

- Projects in the Current TIP and E+C projects were reviewed, with previous corrections as provided by Sarah Hart-Sislak.

Map #	Needs Plan #	Project Name	From	To	Improvement	County	Design	Utility	R/W	CST+CEI	Local Funds
1	[308]	AL SR 180 (Canal Road)	AL SR 59	Beaver Creek Lane	5-Lane Capacity	Baldwin	$1,700,000 [AL100078233]	$1,440,000 [AL100040566]	$4,400,000 [AL100040567]	$15,812,500 [AL100040568]	--
Sub Totals							$1,700,000	$1,440,000	$4,400,000	$13,750,000	--
Total							$23,352,500				
Available funds (**Capacity** Funds 2031-2050) **(PDC)**							$7,513,193				
Available funds (from SU **MPO Dedicated** Funds 2031-2050) **(PDC)** [*requires 20% local match*]							$6,520,320				
Total Available Funds (PDC)							$14,033,513				
Funded Phases subtotal							$7,540,000				
Difference in Funded Phases (amount remaining)							$6,493,513				
Balance Applied to Construction Phase Partial Funding							$15,812,500 - $6,493,513 = **$9,318,987 needed to be funded for CST+CEI**				
Not included in Capacity Funds:											
Transit Funds (2031-2050)							$3,059,540				
O&M Funds (2031-2050):							$11,837,278				
Carbon Funds (2031-2050):							$784,260				

- **[1] SIS Projects** were reviewed in order of adopted priority showing how these projects are funded in the SIS Plans, and if any funding is provided in the current TIP, from the following FDOT plans:
  - Adopted Five-Year Plan (FY25-29), also known as the First Five-Year Plan (July 2024)
  - Approved Second Five-Year Plan (FY30-34) (July 2024)
  - Long-Range Cost Feasible Plan (FY35-50) (July 2024)
  - Projects were reviewed as listed in the SIS 2045 Unfunded Needs Plan (June 2017).

  - Refer to meeting slides and handouts for the list of SIS projects.

  - A member of the Steering Committee asked why the SIS Plans show funding for some project phases not always in terms of priority ranking. For example, some segments of US 98 are not funded in the SIS Plans (such as Needs Plan projects 289, 290, and 291), even though those segments have a higher

priority ranking than some of the I-10 projects which have SIS funding but a lower priority ranking (such as Needs Plan projects 283, 284, and 285), The comment will be forwarded to FDOT.

- **[2A] Non-SIS Projects** were reviewed in order of adopted priority showing how these projects are funded. Priority ranking was established with the May 14, 2025 annual priorities adoption.

- The first Non-SIS priority is funded at $23.3M or about 10% of the available revenue. The Steering Committee did not have any recommendations for changes on this item.

- The second Non-SIS priority is at the discretion of the TPO and currently sets aside $300K / year for Other Transportation Needs as determined by the TPO, for a total of $5.7M and required about 1.75% of the available revenue. The Steering Committee did not have any recommendations for changes on this set-aside fund.

- The first Non-SIS capacity project is SR 297 Pine Forest Rd. Both the R/W and CST+CEI phases can be funded in this scenario. This is the first priority-ranked capacity project and uses about 50% of the available revenue.

- The second Non-SIS capacity project is US 90A W. Nine Mile Road. The PD&E and Design phases can be funded along with the R/W phase, but not the Construction phase.

- There is not enough remaining funds for the R/W and Construction phases for priorities 5 and 6, but priority 7 and 8 R/W and Construction phases could be funded in this scenario (due to lower costs).

- The remaining capacity projects cannot be funded for R/W or CST+CEI phases in this scenario, but the production phases (PD&E and Design) can be funded through priority 20 where funding runs out for the Design phase of the Navarre Community Access Road project.

- Santa Rosa County will ask if any portion of the Design Phase for project [274] Navarre Community Access Road, could be locally-funded to keep it in the Cost Feasible Plan and keep it available to continued priority ranking next year. Note that the PD&E remains underway and the Design phase cost is subject to change upon completion of the PD&E determination of a recommended alternative.

    - There is $5.4 M remining for PD&E and Design. The Steering Committee was asked: How should the remaining $5.4M be allocated? Options include to apply the funding to other Non-SIS lower priorities, or to pull in new projects from the Multi-Modal and/or Evaluation Criteria scenarios.

    - **Following discussion later in the meeting *after* considering other projects in the Evaluation Criteria Scenario, and Multi-Modal Scenario, the Steering Committee had the following direction:**

    - **In Scenario 2A (Non-SIS Priorities), fund the Design Phase for Priority 22 [402], Cervantes Road Diet. The Steering Committee believes this project remains appropriate for consideration.**

- **In Scenario 2A (Non-SIS Priorities), fund at least the PD&E Phase, and Design Phase if possible, for Priority 21 [801], Langley / Tippin / 9th Avenue. The Steering Committee felt this project remains applicable and appropriate given the continued build-out of the airport and warehouse operations which are near this intersection.**

- In Scenario 2A (Non-SIS Priorities), apply any remaining PD&E and Design funds to the Evaluation Criteria highest-ranked SS4A High-Injury Network (HIN) projects at $150K/HIN site.

- **[2B] Evaluation Criteria Scenario** was reviewed. The adopted evaluation criteria were applied to the 370 Needs Plan projects using Geographic Information System (GIS) analysis.

- As in Scenario 2A, the first Non-SIS priority is funded at $23.3M or about 10% of the available revenue.

- There is no set-aside in this scenario. Refer to meeting slides and handouts for the map and tables for this scenario.

- The highest ranked projects in terms of Evaluation Criteria score are then presented in order from highest to lowest allocating funding in that order. Individual scenarios were run for both FL and AL projects.

- For Steering Committee discussion:

  - This scenario has $40K remaining for R/W and CST+CEI phases, and $1.4M remaining for PD&E and Design.

  - Many of the highest-ranked projects are 11 Safe Streets and Roads for All (SS4A) projects on the High-Injury Network (HIN) from the adopted Safety Action Plan. Should these projects be brought into the Cost Feasible Plan if possible? There are 6 sites for Santa Rosa and 5 sites for Escambia. **The Steering Committee recommended that any available funding should be applied to the highest-ranked SS4A projects if possible.**

  - The Steering Committee was asked if there are any other high-scoring projects that need to be considered in the Cost Feasible Plan? **While all of the projects have merit, the Steering Committee agreed the focus should remain on safety rather than the other projects identified through the Evaluation Criteria ranking.**

- **[2C] Multi-Modal Scenario** was reviewed.

- As in Scenarios 1A and 2A, the first Non-SIS priority is funded at $23.3M or about 10% of the available revenue.

- This scenario proposes to fund all of the SS4A High-Injury Network locations for both Santa Rosa (14 sites at $150K/site), and Escambia (35 sites at $150K/site).

- This scenario increases the box-fund set-aside for Other Transportation Needs at $800K/yr for corridor or other studies as determined by the TPO, for a total of $15.2M.

- Various multi-modal projects from the Needs Plan are highlighted in this scenario including the SUNTrail priorities, pedestrian overpasses, truck parking, Complete Streets projects, EV charging stations, implementation of previous Corridor Management Plan studies, the Bluffline, express bus service, regional Amtrak extension, and all trail projects.

- For Steering Committee discussion:

    - This scenario has $190K remaining for R/W and CST+CEI phases, and $5.3M remaining for PD&E and Design.

    - This scenario also emphasis the SS4A High-Injury Network (HIN) sites. There are 14 sites for Santa Rosa and 35 sites for Escambia. How should these be incorporated into the Cost Feasible Plan? The Steering Committee decided to fund projects in Scenario 2A (Non-SIS Priorities) and apply any available remaining funds to the highest-ranked SS4A HIN sites [see discussion above].

    - This scenario proposes a higher set-aside for other studies at $800K/yr. The Steering Committee did not make a recommendation to increase the set-aside to this level.

    - **Are there any other high-scoring projects that need to be considered in the Cost Feasible Plan? A list of potential projects was presented to the Steering Committee including projects from other completed Corridor Management Plans. The Steering Committee decided not to pull in additional projects, but to fund projects in Scenario 2A (Non-SIS Priorities) and apply any available remaining funds to the highest-ranked SS4A HIN sites [see discussion above].**

Draft Cost-Feasible Plan

- Based on the Steering Committee discussion, it is anticipated that the Alabama projects will include only the following:
    - AL SR 180 [308]. Funded through R/W with partial CST.

- Based on the Steering Committee discussion, it is anticipated that the SIS projects will include the SIS projects as presented.

- Based on the Steering Committee discussion, it is anticipated that the Non-SIS Hybrid Option will include the following:
    - Non-SIS Priority 1 [multiple Needs Plan IDs]. Funded at $32.3M
    - Box Funds for two SS4A HIN sites at $150K each [609] and [629] for $300K
    - Non-SIS Priority 2. Box Funds for Other Transportation Needs at $300K for $5.7M
    - Transit Funds for Existing Service Levels
    - Non-SIS Priority 3. SR 297 [272, 273]. Funded through CST.

- Non-SIS Priority 4. US 90A [204, 239, 146]. Funded through R/W.
- Non-SIS Priority 5. SR 292 (Innerarity Pt to Gulf Bch Hwy) [210]. Funded through PD&E & PE.
- Non-SIS Priority 6. SR 99 / US 29 Connector Segment 1 [235, 216]. Funded through PD&E & PE.
- Non-SIS Priority 7. US 90 (Stewart to Ward Basin) [262]. Funded through R/W.
- Non-SIS Priority 8. US 90 (Glover to Stewart) [261]. Funded through R/W.
- Non-SIS Priority 9. US 90 (Ward Basin to SR 87) [263]. Funded through PD&E and PE.
- Non-SIS Priority 10. Davis / MLK [266]. Funded through CST assuming resurfacing funds in FY 27 TIP can cover two-way restoration.
- Non-SIS Priority 11. US 90 (Co Line to Simpson River Bridge) [250]. Funded through PD&E and PE.
- Non-SIS Priority 12. US 90 (Simpson River Bridge to 3rd Ave) [251]. Funded through PD&E and PE.
- Non-SIS Priority 13. US 90 (3rd Ave to Bell Ln) [252]. Funded through PD&E and PE.
- Non-SIS Priority 14. US 90 (Bell Ln to Glover Ln) [253]. Funded through PD&E and PE.
- Non-SIS Priority 15. SR 292 (Fairfield to Navy) [212]. Funded through PD&E and PE.
- Non-SIS Priority 16. SR 292 (Blue Angel to Fairfield) [211]. Funded through PD&E and PE.
- Non-SIS Priority 17. SR 742 (US 29 to Hilburn) [203]. Funded through PD&E and PE.
- Non-SIS Priority 18. SR 727 (Mobile Hwy to Lillian Hwy) [213]. Funded through PD&E and PE.
- Non-SIS Priority 19. US 90 (Scenic to Co Line) [234]. Funded through PD&E and PE.
- Non-SIS Priority 20. Navarre Community Access Rd [274]. No funding past PD&E unless Local Funds can support PE.
- Non-SIS Priority 21. Langley / Tippin / 9th Ave [801]. Funded through PD&E and PE.
- Non-SIS Priority 22. Cervantes Road Diet [402]. Funded through PE.
- Non-SIS Priority 23. SR 87A Connector (US 90 to CR 191) [259]. No funding past current design.
- Non-SIS Priority 24. SR 87A Connector (CR 191 to SR 87N) [260]. No funding past current design.
- Non-SIS Priority 25. US 98 Multimodal Overpass Gulf Breeze [137]. No funding past current design.

Next Steps / Adjournment

- Public Meetings (in-person only)
  - Monday, June 23. Balwin County. 10:00 at City of Orange Beach.
  - Tuesday, June 24. Escambia County. 2:30 at Tryon Library.
  - Wednesday, June 25. Santa Rosa County. 10:00 at Pace Library.

- Steering Committee #10
  - Tuesday, July 15. 10:00. Pensacola Bay Center

- TPO and Committee for action
  - August 12 and 13. Gulf Breeze Community Center.

- The meeting was adjourned by Gary Kramer at 11:37.

Attachments: Sign-in Sheet, meeting, slides.

2050 Florida-Alabama Transportation Planning Organization Long Range Transportation Plan
Steering Committee #10
Meeting Summary July 15, 2025; 10:00 a.m.

Members Attending

Scott Moseley, ALDOT
Christy Johnson, FDOT
Scott Davidson, TCC, Hurlburt Field
Roy Remmington, Pensacola International Airport
Thaddeus Davenport, ECAT
Sarah Hart-Sislak, TCC, Baldwin Co (online)
Wendy Gavin, TCC, City of Pensacola (online)
Shawn Ward, TCC, Santa Rosa County (online)

Members Not Attending

Ray Corbitt, FDOT D3 Rail, Seaport, Freight Office for Holley Cohen
Ann Simpson, Director of Transportation, Baldwin County
Bryant Paulk, FDOT
Randy Roy, Whiting Field
Steve Opalenik, Pensacola Naval Air Station
Thomas Coggins, Port of Pensacola
Christian Wagley, Bicycle Perspective
Andrew Holmer, TCC
Alan Isaacson, CAC
Vernon Compton, CAC
Jim Kauffman, CAC

Others Attending

Patrick O'Grady, Pensacola International Airport
Leandra Meredith, ECRC (Online)
Jill Nobles, ECRC (Online)
Roshita Taylor, ECRC (Online)
Rae Emary, ECRC
Tiffany Bates, ECRC
Gary Kramer, ECRC
Cory Wilkinson, HDR

Handouts: Agenda, PowerPoint, maps / spreadsheets for Needs Plan projects, Steering Committee #9 meeting summary, Cost Feasible Plan projects.

Introductions and Welcome

- The meeting was held in-person at the Pensacola Bay Center (201 East Gregory Street, Pensacola, FL 32502), and on-line (Teams).
- Gary Kramer welcomed the participants to the tenth and final Steering Committee Meeting for the 2050 Florida-Alabama Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP). Introductions were made for in-person and on-line participants.

Overview of the Long-Range Transportation Plan Process and Steering Committee

- Gary Kramer provided an overview of the LRTP process and Steering Committee function.
- Gary thanked the Steering Committee members for their time and service at this last meeting.

Summary of Public Comment on Draft Cost-Feasible Plan

- Tiffany Bates summarized the results of the public involvement outreach on the draft Cost-Feasible Plan, with the public comment closing today. Thus far, comments received focus on congestion management at Pensacola Beach, need for increased transit to the beach, and concern for Sorrento Road improvements.
- ECAT noted that they are working on grant funding for an express route from Pensacola Airport to the beach.
- Summary of public outreach on the CFP was reviewed:
  - Monday, June 23: 10:00. Baldwin Co. 4099 Orange Beach Blvd, Orange Beach, AL 36561.
  - Tuesday, June 24: 2:30. Escambia Co. Tryon Library, 1200 Langley Ave, Pensacola, FL 32504,
  - Wednesday, June 25: 10:00. Santa Rosa Co. Pace Library, 4750 Pace Patriot Blvd, Milton, FL 32571.
- Baldwin Co comments / discussion
  - Additional capacity widening on Sorrento Road could lead to unwanted development. Local government controls land use decisions.
  - Sorrento Road capacity widening needs to include the Intracoastal Waterway Bridge. Additional roadway capacity needed on Perdido Key for hurricane evacuation. Bridge is not yet structurally deficient. A new PD&E would define bridge and intersection improvements and capacity needs on Perdido Key.
  - How can the plan be modified after adopted? Amendments can occur through the 5-year life cycle of the Plan.
- Escambia Co comments / discussion
  - Need to continue focus on US 98, Pine Forest, and Sorrento / Gulf Beach Highway.
  - Additional capacity is needed on the northern segment of Pine Forest.
  - Traffic concurrency and impact fees are needed to help local governments better plan and fund infrastructure improvements to keep up with growth.
  - Concern for complicated intersection designs such as Diverging Diamonds when there are power outages and traffic signals may be down, however, these are innovative solutions to help keep traffic moving. Concern for construction delays.
  - Military bases should seek to provide more on-site housing to lessen transportation demands.
  - CAC member questions answered by separate e-mail.
  - Question on how the Needs were determined. Needs were determined through input from the Northwest FL Regional Planning Model to determine areas of capacity deficiency; and through reviewing local government plans

  - Question regarding the new Environmental Resource Permit (ERP) rules for stormwater. The planning and design phases will define stormwater requirements based on the new rule requirements. Right-of-way costs are anticipated to rise as greater areas will be needed for stormwater treatment.
  - Question regarding pothole repairs on Sorrento Road. As a State Road, FDOT is looking into the maintenance actions

- Santa Rosa CO comments / discussion
  - No questions / comments.
  - News story from WUWF 88.1 (published July 1, 2025).

Project Progress and Schedule

- Cory Wilkinson explained the LRTP five-year cycle and the seven scope components needed to maintain a 20-year planning horizon with the LRTP Update due October 14, 2025. Today's meeting will focus on the final Cost Feasible Plan scenario.

Draft Cost Feasible Plan

- Prior to the Steering Committee meeting, Steering Committee members were sent:
  - Tables and maps of Cost-Feasible Plan scenario:
    - Current Transportation Improvement Program (TIP) FY25-29 and FY26-30
    - [1] Strategic Intermodal System (SIS) Projects
    - [2] Non-SIS Projects
    - [3] Alabama Projects
  - Draft presentation slides

- The Cost-Feasible Plan development process consists of the following steps:
  - Needs Plan
  - Financial Resources
  - Projects
  - Public input and Steering Committee reviews
  - Adoption

- Needs Plan projects were summarized
  - Adopted May 14, 2025
  - 370 projects in 8 categories

- Financial Resources were summarized
  - Adopted December 11, 2024
  - Updated April 2025 (FDOT)
  - $14.03M ALDOT PDC
  - $325.48M FDOT PDC R/W and CST
  - $71.61M FDO PDC PD&E and PE
  - $411.1M total for 370 Needs Plan Projects at $12.8B
  - Fiscal Constraint required

- Projects in the current TIP were reviewed (refer to presentation slides and handouts).
- Cost-Feasible Plan projects were reviewed (refer to presentation slides and handouts).
- [1] SIS Projects (no changes from previous Steering Committee #9).
    - While there were no changes in the SIS projects, a Steering Committee member noted that the TPO has prioritized US 98 projects in Santa Rosa County higher rank than the I-10 segments in Santa Rosa County, yet the I-10 project segments mostly have SIS funding through construction whereas the US 98 project segments mostly do not. The Steering Committee member was advised to bring that observation to FDOT as they control the SIS Plans and funding.
- [2] Non-SIS Projects. Changes from previous Steering Committee #9 summarized:
    - Reviewed at Steering Committee #9 (June 10, 2025) with direction to add the two top-ranked (by Evaluation Criteria) Safe Streets and Roads for All (SS4) Safety Action Plan High-Injury Network projects: Santa Rosa-2 [US 98 from SR 87 to County Line][629]; and Escambia-7 [US 90 from Hyde Park to Mass Ave] [609]. Both of these projects were added to draft Cost-Feasible Plan at $300K total for the study phase for both.
    - From the multi-modal scenario, Steering Committee #9 determined that based on lack of available funding, the priorities should be followed, and no new multi-modal projects added including Reimagine Jackson Plan Implementation, Berryhill Plan Implementation, CR 399 East Bay Blvd Plan Implementation, BluffLine, Smart Regions Master Plan EV Charging Stations, Truck Parking on US 29, Express Bus projects, or Amtrak.
    - Based on Steering Committee #9 direction, the following capacity project phases were added to the CFP: Non-SIS Priority #21 PD&E and Design funded for Langley / Tippin / 9th Ave Intersection [801]; and Non-SIS Priority #22 Design funded for US 90 Cervantes Road Diet [402].
    - There is not sufficient $ to fund the Design Phase of the Navarre Community Access Road project (Priority 20) at this time. A Steering Committee member noted that Hurlburt and Santa Rosa County are working toward grant funding opportunities for the project including the Design Phase, to advance it to the next phase following completion of the PD&E later this year. The Navarre Community Access Road project is important to the Connecting the Collectors project that received State of Florida appropriation. If the Design Phase is able to be advanced to the Cost-Feasible Plan with additional DoD or grant funding, an LRTP Amendment would be necessary at that time.
    - Study phase added for Connecting the Collectors [269] due to Gov. budget appropriation of $4M for the environmental evaluation, future phases not funded. This funding does not affect the Non-SIS available revenue. Santa Rosa County may also consider segmenting the project to help advance future implementation phases.
    - No other locally-funded projects were identified at this time.

- The study phase for Locally-funded (Escambia County) Navy Blvd corridor added [407] due to Escambia County Local Funds of $350K on study underway, future phases not funded. This funding does not affect the Non-SIS available revenue.

- The updated Non-SIS CFP map with updated numbers was reviewed.

- [3] The Alabama project was reviewed (no changes from previous Steering Committee #9).

- CFP summary was reviewed for both FL and AL projects:
  - FL: Study and Production Phases. $71.6M available, $71.6M spent, $31.8K remaining
  - FL: R/W and CST Phases. $325.5M available, $324.8M spent, $663.3K remaining
  - AL: $14.1M available, $14.1M spent, $0 remaining

- A summary slide was revised comparing 2045 to 2050 LRTP CFP, generally showing available revenue down, project costs up, and the number of funded projects in the Cost-Feasible plan down comparing 2045 to 2050.

- **A recommendation was made by the Steering Committee to advance the Cost-Feasible, as presented, to the TPO and Committees for action at the August meetings.**

Next Steps / Adjournment

- TPO and Committees for action
  - August 12 and 13. Gulf Breeze Community Center.

- The meeting was adjourned by Gary Kramer at 10:50.

Attachments: Sign-in Sheet, meeting, slides.

Appendix C: Checklists

LONG-RANGE TRANSPORTATION PLAN (LRTP)
REVIEW CHECKLIST

MPO: ***FL-AL TPO*** *LRTP Submittal Date:*

Review #: *Date of Review:* *Reviewed By:*

The following LRTP Review Checklist is provided to assist in the review of the MPO's LRTP. This Review Checklist is to be completed by the MPO Liaison.

Section A – Federal Requirements

23 CFR Part 450 – Planning Assistance and Standards

A-1 (23 CFR 450.324(a))

- Does the Long-Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Appendix H
  The planning horizon is FY26-45, incorporating the current five years of the TIP. Appendix H provides the 20-year funding horizon for projects in the LRTP.

A-2 (23 CFR 450.324(a))

- Does the LRTP address the planning factors described in 23 CFR 450.306(b)23? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Section 3
  The planning factors are addressed in Section 3 to show incorporation into the Goals and Objectives.
- Risk and Resiliency: Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?
  Yes | If yes, page number: Sections 1.14; 2.2.5; 6.4.9
  Military resiliency discussed in 1.14. City vulnerability study discussed in 1.18
- Travel and Tourism: Does the LRTP enhance travel and tourism? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
  Yes | If yes, page number: Section 2.2.4
  Data also provided in Area Profile

A-3 (23 CFR 450.324(b))

1. Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: Section 6.4.4
   Linkage to Congestion Management is addressed in Section 6.4.4; ADA in Section 6.4.5; Multi-Modal in 6.4.6; Military / Freight / Regional in 6.4.2, and a multi-modal scenario in 7.2.5

A-4 (23 CFR 450.324(c))

2. Was the requirement to update the LRTP at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: Section 1.0
   2045 Adopted October 14, 2020; 2050 Adopted August 13, 2025

A-5 (23 CFR 450.324(d))

3. Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See 2012 FHWA LRTP Expectations Letter for guidance.
   Not Applicable | If yes, page number: -
   The FL-AL TPO is not in a nonattainment area for ozone or carbon monoxide.

A-6 (23 CFR 450.324(e))

4. Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: Appendix D
   Area Profile provided in Appendix D.

A-7 (23 CFR 450.324(f)(1))

5. Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: Section 6.2.1; Section 6.2.2; Section 6.3.1; Section 6.4.4; Section 2.2.6.

Section 6.2.1 discusses how the model was used to develop the E+C network. Section 6.2.2. and 6.3.1 discuss how the model was used to develop Deficiencies. Section 6.4.4 discusses how the model is used in congestion management. Section 2.2.6 discusses how the model incorporates housing and growth.

A-8 (23 CFR 450.324(f)(2))

6. Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?
   Yes | If yes, page number: Section 6.4.6; and 7.2.5
   Multi-modal feasibility is addressed in Sections 6.4.6 and 7.2.5.

A-9 (23 CFR 450.324(f)(3))

7. Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: Section 6.4.4; 8.1; and Appendix E.
   Section 6.4.4 addresses congestion management measures. Section 8.1 summarizes the systems performance report. Appendix E provides the Systems Performance Report.

A-10 (23 CFR 450.324(f)(4)(i))

8. Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
   Yes | If yes, page number: Section 6.4.4; 8.1; and Appendix E.
   Section 6.4.4 addresses congestion management measures. Section 8.1 summarizes the systems performance report. Appendix E provides the Systems Performance Report.

A-11 (23 CFR 450.306(d)(4))

9. Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 USC Chapter 53 by providers of public transportation, required as part of a performance-based program including:
    - (i) The State asset management plan for the NHS, as defined in 23 USC 119(e) and the Transit Asset Management Plan, as discussed in 49 USC 5326;
    - (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 USC 148;
    - (iii) The Public Transportation Agency Safety Plan, as specified in 49 USC 5329(d)49;
    - (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
    - (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 USC 149(l), as applicable;
    - (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
    - (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and
    - (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

    Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter and 2012 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: Section 3.0; Section 6.4.1; 6.4.2; Section 6.4.4

    SHSP is addressed in 6.4.1. Congestion Management is addressed in 6.4.4. Section 3.0 discusses development of Goals and Objectives. Section 6.4.2 discusses freight and regional facilities.

A-12 (23 CFR 450.324(f)(5))

10. Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: Section 7.6

    Section 7.6 discusses operations and maintenance.

A-13 (23 CFR 450.324(f)(6))

11. Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: Section 6.4.4

Section 6.4.4 addresses the linkage to the Congestion Management Process. FL-AL TPO is not within a nonattainment area.

A-14 (23 CFR 450.324(f)(7))

12. Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?
    Yes | If yes, page number: Section 7.6
    Section 7.6 addresses Operations and Maintenance.

A-15 (23 CFR 450.324(f)(8))

13. Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 USC 101(a), and associated transit improvements, as described in 49 USC 5302(a)49?
    Yes | If yes, page number: Section 6.4.6; 7.2.5
    Section 6.4.6 addresses multi-modal feasibility. Section 7.2.5 addresses the multi-modal scenario for the Cost Feasible Plan.

A-16 (23 CFR 450.324(f)(9))

14. Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: Section 6.3.2
    Section 6.3.2 addresses how cost estimates were developed, including linkages to current PD&E studies and incorporating current information from FDOT and ALDOT.

A-17 (23 CFR 450.324(f)(10))

15. Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: Section 6.4.3
    Section 6.4.3 addresses environmental mitigation and Planning and Environmental Linkages.

A-18 (23 CFR 450.324(f)(11))

16. Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: Section 7.5; and 7.8
    Sections 7.5 and 7.8 address fiscal constraint. Appendix H provides the 20-year financial plan spreadsheets.

A-19 (23 CFR 450.324(f)(11)(i))

17. Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?
    Yes | If yes, page number: Section 5
    Section 5 provides a discussion of financial resources.

A-20 (23 CFR 450.324(f)(11)(ii))

18. Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under 23 CFR 450.314(a)? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: Section 5; Section 1.7.3; Section 1.7.1; 2.1.2
    Section 5 provides a discussion of financial resources. ECAT and BRATS involvement is discussed in Sections 1.7.1, 1.7.3, and in 2.1.2 for their participation on the Steering Committee.

A-21 (23 CFR 450.324(f)(11)(iii))

19. Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?
    Yes | If yes, page number: Section 5
    Section 5 provides a discussion of Financial Resources. Additional funding strategies are discussed in the Financial Resources Technical Report.

A-22 (23 CFR 450.324(f)(11)(iv))

20. Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?
    Yes | If yes, page number: Section 5
    Section 5 provides a discussion of Financial Resources.

A-23 (23 CFR 450.324(f)(11)(vi))

21. Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?

Not Applicable | If yes, page number: --
FL-AL is not in a nonattainment area. A maintenance plan is not required.

A-24 (23 CFR 450.324(f)(12))

22. Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)?
    Yes | If yes, page number: Section 1.8, 1.9.
    Sections 1.8 and 1.9 describe the bicycle network, and the pedestrian and trail network. The Needs Plan includes a separate section on Bicycle / Pedestrian / and Trail projects. Emphasis was given to linking and completing unfunded SUNTrail and trail system gaps in the Needs Plan development.

A-25 (23 CFR 450.324(h))

23. Does the LRTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: Section 6.4.1
    Section 6.4.1 discusses the Strategic Highway Safety Plan. Both FL and AL safety plans were reviewed in development of Goals and Objectives, as further discussed in Section 3.

A-26 (23 CFR 450.324(g)(1))

24. Does the LRTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the LRTP?
    Yes | If yes, page number: Section 6.2.1; Section 6.2.2; Section 6.3.1; Section 6.4.4; Section 2.2.6.
    Section 6.2.1 discusses how the model was used to develop the E+C network. Section 6.2.2 and 6.3.1 discuss how the model was used to develop Deficiencies. Section 6.4.4 discusses how the model was used in congestion management. Section 2.2.6 discusses how the model incorporates housing and growth.

A-27 (23 CFR 450.324(j))

25. Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other

interested parties with a reasonable opportunity to comment on the LRTP using the MPO's adopted Public Participation Plan (PPP) developed under 23 CFR 450.316(a)?

Yes | If yes, page number: Section 2.1.2

Section 2.1.2 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide documentation of the meeting and summaries are provided in Appendix B.

A-28 (23 CFR 450.324(k), 23 CFR 450.316(a)(1)(iv))

26. Did the MPO publish or otherwise make readily available the LRTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: Section 2.0; 2.1.1

    ECRC managed public involvement and outreach including publishing documents to the ECRC web page.

A-29 (23 CFR 450.316(a)(1)(j))

27. Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: Section 2.0; 2.1.1

    ECRC managed public involvement and outreach.

A-30 (23 CFR 450.316(a)(1)(vii))

28. In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.

    Yes | If yes, page number: Section 2.

    Section 2 addresses the public involvement program and the measures of effectiveness which are included in the Public Participation Plan and discussion of outreach to low-income, minority, and underserved communities.

A-31 (23 CFR 450.316(a)(1)(vi), 23 CFR 450.316(a)(2))

29. Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: Section 2.1.1
    Section 2.1.1 describes the public involvement process and summarizes comments received at the workshops, steering committee meetings, and the noticed public meetings of the TPO and Committees.

A-32 (23 CFR 450.316(a)(1)(viii))

30. Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: Section 7.3
    Section 7.3 discusses public review and input on development of the Cost Feasible Plan.

A-33 (23 CFR 450.316(b))

31. Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.
    Yes | If yes, page number: Section 2.1.2
    Section 2.1.2 addresses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports and Appendix B provide a summary of the meetings.

A-34 (23 CFR 450.316(c))

32. If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP?
    Yes | If yes, page number: Section 2.2.2
    Section 2.2.2 discusses Tribal coordination.

A-35 (23 CFR 450.316(d))

33. If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP?
    Yes | If yes, page number: Section 2.1.2; Section 2.2.3
    Section 2.1.2 addresses the Steering Committee composition and role in developing the LRTP. Section 2.2.3 discusses the military and federal lands coordination.

A-36 (23 CFR 450.316(e))

34. In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?
    Yes | If yes, page number: 2.2.3
    Section 2.2.3 provides an example of coordination across TPO boundaries for involvement of Eglin Air Force Base and Hurlburt Field which reside both in Santa Rosa County and Okaloosa County.

A-37

35. Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?
    Yes | If yes, page number: Section 1.18; 2.2.6
    Section 1.18 describes review of regional housing strategies and development plans, including CRA plans. Section 2.2.6 describes coordination of housing and growth areas in consideration of the Goals and Objectives.

Section B – State Requirements

Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175

B-1 (s.339.175(1), (5), and (7), FS)

36. Are the prevailing principles in s. 334.046(1), FS – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?
    Yes | If yes, page number: multiple
    Goal D includes Objectives to increase accessibility and connectivity of transportation system for people and goods. The mission statement aims to promote a safe, secure, and efficient system that offers mobility options for all users. Goal A focuses on a system that is safe and secure. Safety and Security is addressed in the Evaluation Criteria. Resilience is discussed in Goal A. The Vision statement includes the need to protect the environment and improve quality of life. Goal F includes environment, public health and vulnerable users.

B-2 (s.339.175(1) and (7)(a), FS)

37. Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?
    Yes | If yes, page number: Section 6.4.1
    SIS facilities are discussed in Section 6.4.1. TRIP funding is discussed in 5.2.

B-3 (s.339.175(5) and (7), FS)

38. Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?
    Yes | If yes, page number: Section 1.8
    Section 1.8 includes a discussion of the many regional and local plans including comprehensive plans.

B-4 (s.339.175(1) and (7) FS)

39. Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?
    Yes | If yes, page number: Section 1.8
    Section 1.8 includes a discussion of the many regional and local plans included in development of the goals and objectives and potential Needs Plan projects.

B-5 (s.339.175(7)(a), FS)

40. Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?

Yes | If yes, page number: 1.17.1
Section 1.171.1 discusses incorporation of the FL Transportation Plan and AL Statewide Transportation Plan in development of the Goals and Objectives.

B-6 (s.339.175(7)(c), FS)

41. Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?
    Yes | If yes, page number: Section 7.6
    Section 7.6 discusses operations and maintenance of the existing system.

B-7 (s.339.175(7)(d), FS)

42. Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?
    Yes | If yes, page number: 6.4.6; 6.4.3
    Multimodal feasibility is addressed in Section 6.4.6. Section 6.3.4 addresses planning and environmental linkages.

B-8 (s.339.175(13) FS)

43. Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?
    Yes | If yes, page number: Section 7.5
    Section 7.5 describes the approval process.

Section C – Proactive Recommendations

C-1 (23 CFR 450.306(b)(9))

44. Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?
    Yes | If yes, page number: Section 6.4.9
    Section 6.4.9 addresses resilience and risk reduction. Goal C and Objective C.3 include measures for stormwater. Section 6.4.3. discusses planning and environmental linkages, mitigation, and agency consultation.

C-2

45. Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?
    Yes | If yes, page number: 1.14
    City of Pensacola Vulnerability hotspots are identified (Figure 24). Section 1.14 discusses the Military Installation Resilience Review.

C-3

46. Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?
    Yes | If yes, page number: 6.2.5; 1.14
    The MIRR plan is referenced which addresses cross-regional corridors such as US 98 and the cross-county, and cross-TPO issues around transportation needs on Eglin Air Force Base. The Needs Plan identifies projects raised in the MIRR.

C-4

47. Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?
    Yes | If yes, page number: 6.2.5
    Section 6.2.5 reaches into numerous local, regional, state, and federal planning document examining housing and growth patterns to extract goals and objects, and project needs.

ALDOT Review Checklist and FL-AL TPO Interlocal Agreement

Code of Federal Regulations (CFR) Title 23, Part 450, Subpart C, sections included in this review: -Section 450.306: Scope of the metropolitan transportation planning process. -Section 450.314: Metropolitan planning agreements. -Section 450.316: Interested parties, participation, and consultation. -Section 450.324: Development and content of the metropolitan transportation plan.	MPO: Initial Review: Response from MPO: Follow-Up Review: Follow-Up Response: 2nd Follow-Up Review:	Florida-Alabama TPO January 2, 2026 January 19, 2026

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
450.306(a)	To accomplish the objectives in § 450.300 and § 450.306(b), metropolitan planning organizations designated under § 450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.	Yes	Draft 2050 LRTP - Section 1: Introduction, Appendix A: Resolutions, Appendix E: Systems Performance Report (December 2025)		
450.306(b)	The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 3: Goals and Objectives (December 2025)		
450.306(b)(1)	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(b)(2)	Increase the safety of the transportation system for motorized and non-motorized users;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(b)(3)	Increase the security of the transportation system for motorized and non-motorized users;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(b)(4)	Increase accessibility and mobility of people and freight;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(b)(5)	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(b)(6)	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(b)(7)	Promote efficient system management and operation;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(b)(8)	Emphasize the preservation of the existing transportation system;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(b)(9)	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives, Section 6: Needs Plan (December 2025)		
450.306(b)(10)	Enhance travel and tourism.	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		
450.306(c)	Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.				
450.306(d)	Performance-based approach.	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives, Appendix E: Systems Performance Report (December 2025)		
450.306(d)(1)	The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives, Appendix E: Systems Performance Report (December 2025)		
450.306(d)(2)	Establishment of performance targets by metropolitan planning organizations.	Yes	Draft 2050 LRTP - Appendix E: Systems Performance Report (December 2025)		
450.306(d)(2)(i)	Each metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.	Yes	Draft 2050 LRTP - Appendix E: Systems Performance Report (December 2025)		
450.306(d)(2)(ii)	The selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.	Yes	Draft 2050 LRTP - Appendix E: Systems Performance Report (December 2025)		
450.306(d)(2)(iii)	The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).	Yes	Draft 2050 LRTP - Appendix E: Systems Performance Report (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
450.306(d)(3)	Each MPO shall establish the performance targets under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.	Yes	Draft 2050 LRTP - Appendix E: Systems Performance Report (December 2025)		
450.306(d)(4)	An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives, Section 6: Needs Plan, Appendix E: System Performance Report (December 2025)		
450.306(d)(4)(i)	The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;	Yes	Draft 2050 LRTP - Appendix E: System Performance Report (December 2025)		
450.306(d)(4)(ii)	Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives, Section 6: Needs Plan (December 2025)		
450.306(d)(4)(iii)	The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.306(d)(4)(iv)	Other safety and security planning and review processes, plans, and programs, as appropriate;	Yes	Draft 2050 LRTP - Section 3: Goals and Objectives, Section 6: Needs Plan (December 2025)		
450.306(d)(4)(v)	The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.306(d)(4)(vi)	Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.306(d)(4)(vii)	The congestion management process, as defined in 23 CFR 450.322, if applicable; and	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.306(d)(4)(viii)	Other State transportation plans and transportation processes required as part of a performance-based program.	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 3: Goals and Objectives, Section 6: Needs Plan, Appendix E: System Performance Report (December 2025)		
450.306(e)	The failure to consider any factor specified in paragraph (b) or (d) of this section shall not be reviewable by any court under title 23 U.S.C., 49 U.S.C. Chapter 53, subchapter II of title 5, U.S.C. Chapter 5, or title 5 U.S.C. Chapter 7 in any matter affecting a metropolitan transportation plan, TIP, a	N/A			

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	project or strategy, or the certification of a metropolitan transportation planning process.				
450.306(f)	An MPO shall carry out the metropolitan transportation planning process in coordination with the statewide transportation planning process required by 23 U.S.C. 135 and 49 U.S.C. 5304.	Yes	Draft 2050 LRTP - Section 1: Introduction (December 2025)		
450.306(g)	The metropolitan transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in 23 CFR part 940.	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 3: Goals and Objectives (December 2025)		
450.306(h)	Preparation of the coordinated public transit-human services transportation plan, as required by 49 U.S.C. 5310, should be coordinated and consistent with the metropolitan transportation planning process.	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 3: Goals and Objectives (December 2025)		
450.306(i)	In an urbanized area not designated as a TMA that is an air quality attainment area, the MPO(s) may propose and submit to the FHWA and the FTA for approval a procedure for developing an abbreviated metropolitan transportation plan and TIP. In developing proposed simplified planning procedures, consideration shall be given to whether the abbreviated metropolitan transportation plan and TIP will achieve the purposes of 23 U.S.C. 134, 49 U.S.C. 5303, and this part, taking into account the complexity of the transportation problems in the area. The MPO shall develop simplified procedures in cooperation with the State(s) and public transportation operator(s).	N/A			
450.314(a)	The MPO, the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement between all responsible parties should be developed. The written agreement(s) shall include specific provisions for the development of financial plans that support the metropolitan transportation plan (see § 450.324) and the metropolitan TIP (see § 450.326), and	Partially	Draft 2050 LRTP - Section 1: Introduction, Section 2: Public Involvement Program, Appendix B: Steering Committee Meetings (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	development of the annual listing of obligated projects (see § 450.334).				
450.314(b)	The MPO, the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.	Partially	Draft 2050 LRTP - Section 1: Introduction, Section 2: Public Involvement Program, Appendix B: Steering Committee Meetings (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated
450.314(c)	If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity regulations (40 CFR part 93, subpart A). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the nonattainment or maintenance area outside the MPA.	N/A			
450.314(d)	In nonattainment or maintenance areas, if the MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality related transportation planning.	N/A			
450.314(e)	If more than one MPO has been designated to serve an urbanized area there shall be a written agreement among the MPOs, the State(s), and the public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent metropolitan transportation plans and TIPs across the MPA boundaries, particularly in cases in which a proposed transportation investment extends across the boundaries of more than one MPA. If any part of the urbanized area is a nonattainment or maintenance	N/A			

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	area, the agreement also shall include State and local air quality agencies. The metropolitan transportation planning processes for affected MPOs should, to the maximum extent possible, reflect coordinated data collection, analysis, and planning assumptions across the MPAs. Alternatively, a single metropolitan transportation plan and/or TIP for the entire urbanized area may be developed jointly by the MPOs in cooperation with their respective planning partners. Coordination efforts and outcomes shall be documented in subsequent transmittals of the UPWP and other planning products, including the metropolitan transportation plan and TIP, to the State(s), the FHWA, and the FTA.				
450.314(f)	Where the boundaries of the urbanized area or MPA extend across two or more States, the Governors with responsibility for a portion of the multistate area, the appropriate MPO(s), and the public transportation operator(s) shall coordinate transportation planning for the entire multistate area. States involved in such multistate transportation planning may:	Partially	Draft 2050 LRTP - Section 1: Introduction, Appendix A: Resolutions (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated
450.314(f)(1)	Enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and	Partially	Draft 2050 LRTP - Section 1: Introduction, Appendix A: Resolutions (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated
450.314(f)(2)	Establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.	Partially	Draft 2050 LRTP - Section 1: Introduction, Appendix A: Resolutions (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated
450.314(g)	If part of an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not designated as a TMA, the adjacent urbanized area shall not be treated as a TMA. However, a written agreement shall be established between the MPOs with MPA boundaries, including a portion of the TMA, which clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements (e.g., congestion management process, Surface Transportation Program funds suballocated to the urbanized area over 200,000 population, and project selection).	N/A			

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
450.314(h)(1)	The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:	Partially	Draft 2050 LRTP - Section 1: Introduction, Appendix A: Resolutions, Appendix E: Systems Performance Report (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated
450.314(h)(1)(i)	When one MPO serves an urbanized area;	Partially	Draft 2050 LRTP - Section 1: Introduction, Appendix A: Resolutions, Appendix E: Systems Performance Report (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated
450.314(h)(1)(ii)	When more than one MPO serves an urbanized area; and	N/A			
450.314(h)(1)(iii)	When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.	N/A			
450.314(h)(2)(i)	These provisions shall be documented either: As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or	Partially	Draft 2050 LRTP - Section 1: Introduction, Section 2: Public Involvement Program, Appendix B: Steering Committee Meetings (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated
450.314(h)(2)(ii)	These provisions shall be documented either: Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.	Partially	Draft 2050 LRTP - Section 1: Introduction, Section 2: Public Involvement Program, Appendix B: Steering Committee Meetings (December 2025)	Please include or refer to applicable written agreement(s) with provisions that satisfy this CFR requirement.	Interlocal Agreement incorporated
450.316(a)	The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program, Section 3: Goals and Objectives, Section 6: Needs Plan, Section 7: Cost Feasible Plan, Appendix B: Steering Committee Meetings (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.				
450.316(a)(1)	The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(i)	Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(ii)	Providing timely notice and reasonable access to information about transportation issues and processes;	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(iii)	Employing visualization techniques to describe metropolitan transportation plans and TIPs;	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(iv)	Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(v)	Holding any public meetings at convenient and accessible locations and times;	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(vi)	Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(vii)	Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(viii)	Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	could not reasonably have foreseen from the public involvement efforts;				
450.316(a)(1)(ix)	Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(1)(x)	Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(a)(2)	When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program, Section 7: Cost Feasible Plan (December 2025)		
450.316(a)(3)	A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(b)	In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program, Appendix B: Steering Committee Meetings (December 2025)		
450.316(b)(1)	Recipients of assistance under title 49 U.S.C. Chapter 53;	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
450.316(b)(2)	Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(b)(3)	Recipients of assistance under 23 U.S.C. 201-204.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(c)	When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(d)	When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.316(e)	MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.324(a)	The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 2: Public Involvement Program, Section 3: Goals and Objectives, Section 6: Needs Plan, Appendix H: Adopted 2050 FL-AL Cost Feasible Plan (December 2025)		
450.324(b)	The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	and goods in addressing current and future transportation demand.				
450.324(c)	The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.	Yes	Draft 2050 LRTP - Section 1: Introduction (December 2025)		
450.324(d)	In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).	N/A			
450.324(e)	The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program, Section 6: Needs Plan, Appendix D: Area Profile Data (December 2025)		
450.324(a)	The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors relate to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 2: Public Involvement Program, Section 3: Goals and Objectives, Section 6: Needs Plan, Appendix H: Adopted 2050 FL-AL Cost Feasible Plan (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	effective date of the transportation plan shall be its date of adoption by the MPO.				
450.324(f)(1)	The metropolitan transportation plan shall, at a minimum, include: The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.324(f)(2)	The metropolitan transportation plan shall, at a minimum, include: Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 6: Needs Plan, Section 7: Cost Feasible Plan (December 2025)		
450.324(f)(3)	The metropolitan transportation plan shall, at a minimum, include: A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d).	Partially	Draft 2050 LRTP - Section 6: Needs Plan, Section 8: Measuring Progress and Looking Forward, Appendix E: System Performance Report (December 2025)	Appendix E: System Performance Report : Table 3.2: Alabama 2025 Statewide Target for "Percent of non-Interstate NHS pavements in good condition" should be ">25%" instead of ">40%". Table 5.6: Alabama FY 2023 Target for "Age - % of revenue vehicles…" for "Bus" should be "reduce by 5%" instead of "reduce by 0%" Table 5.7: Alabama FY 2025 Target for "Age - % of revenue vehicles…" for all vehicles should be "reduce by 5%" instead of "reduce by 0%" or "10%"	Changes incorporated
450.324(f)(4)	The metropolitan transportation plan shall, at a minimum, include: A system performance report and subsequent updates evaluating the condition and	Yes	Draft 2050 LRTP - Section 6: Needs Plan, Section 8: Measuring Progress and Looking Forward,		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	performance of the transportation system with respect to the performance targets described in § 450.306(d), including—		Appendix E: System Performance Report (December 2025)		
450.324(f)(4)(i)	The metropolitan transportation plan shall, at a minimum, include: Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and	Yes	Draft 2050 LRTP - Section 6: Needs Plan, Section 8: Measuring Progress and Looking Forward, Appendix E: System Performance Report (December 2025)		
450.324(f)(4)(ii)	The metropolitan transportation plan shall, at a minimum, include: For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.	N/A			
450.324(f)(5)	The metropolitan transportation plan shall, at a minimum, include: Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;	Yes	Draft 2050 LRTP - Section 7: Cost Feasible Plan (December 2025)		
450.324(f)(6)	The metropolitan transportation plan shall, at a minimum, include: Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.324(f)(7)	The metropolitan transportation plan shall, at a minimum, include: Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient	Yes	Draft 2050 LRTP - Section 6: Needs Plan, Section 7: Cost Feasible Plan (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	functioning of key elements of the metropolitan area's transportation system.				
450.324(f)(8)	The metropolitan transportation plan shall, at a minimum, include: Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate;	Yes	Draft 2050 LRTP - Section 6: Needs Plan, Section 7: Cost Feasible Plan (December 2025)		
450.324(f)(9)	The metropolitan transportation plan shall, at a minimum, include: Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.324(f)(10)	The metropolitan transportation plan shall, at a minimum, include: A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.324(f)(11)	The metropolitan transportation plan shall, at a minimum, include: A financial plan that demonstrates how the adopted transportation plan can be implemented.	Yes	Draft 2050 LRTP - Section 7: Cost Feasible Plan, Appendix H: Adopted Cost Feasible Plan (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
450.324(f)(11)(i)	The metropolitan transportation plan shall, at a minimum, include: For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).	Partially	Draft 2050 LRTP - Section 5: Financial Resources, Section 7: Cost Feasible Plan, Appendix F: Revenue Forecast (December 2025)	Section 7: Cost Feasible Plan: Page 7-68 - Please provide the source for the amount of $45,939,550 for capacity projects and how it relates to the Alabama funding in Table 47 (page 7-60) and to the Alabama project on page 7-92.	Project YOE costs updated to ALDOT inflation factor applied to appropriate timeband.
450.324(f)(11)(ii)	The metropolitan transportation plan shall, at a minimum, include: For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 2: Pubic Involvement Program, Section 5: Financial Resources, Appendix F: Revenue Forecast (December 2025)		
450.324(f)(11)(iii)	The metropolitan transportation plan shall, at a minimum, include: The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.	Yes	Draft 2050 LRTP - Section 5: Financial Resources, Appendix F: Revenue Forecast (December 2025)		
450.324(f)(11)(iv)	The metropolitan transportation plan shall, at a minimum, include: In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and	Yes	Draft 2050 LRTP - Section 5: Financial Resources, Section 7: Cost Feasible Plan, Appendix F: Revenue Forecast, Appendix H: Adopted 2050 Cost Feasible Plan (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	information, developed cooperatively by the MPO, State(s), and public transportation operator(s).				
450.324(f)(11)(v)	The metropolitan transportation plan shall, at a minimum, include: For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Yes	Draft 2050 LRTP - Section 5: Financial Resources, Appendix F: Revenue Forecast (December 2025)		
450.324(f)(11)(vi)	The metropolitan transportation plan shall, at a minimum, include: For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.	N/A			
450.324(f)(11)(vii)	The metropolitan transportation plan shall, at a minimum, include: For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	Yes	Draft 2050 LRTP - Section 8: Measuring Progress and Looking Forward (December 2025)		
450.324(f)(11)(viii)	The metropolitan transportation plan shall, at a minimum, include: In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.	N/A			
450.324(f)(12)	The metropolitan transportation plan shall, at a minimum, include: Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	Yes	Draft 2050 LRTP - Section 1: Introduction, Section 6: Needs Plan (December 2025)		
450.324(g)	The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
450.324(g)(1)	The consultation shall involve, as appropriate: Comparison of transportation plans with State conservation plans or maps, if available; or	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.324(g)(2)	The consultation shall involve, as appropriate: Comparison of transportation plans to inventories of natural or historic resources, if available.	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.324(h)	The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.	Yes	Draft 2050 LRTP - Section 6: Needs Plan (December 2025)		
450.324(i)	An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.	N/A			
450.324(i)(1)(i)	An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider: Potential regional investment strategies for the planning horizon;	N/A			
450.324(i)(1)(ii)	An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider: Assumed distribution of population and employment;	N/A			
450.324(i)(1)(iii)	An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider: A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in § 450.306(d) and measures established under 23 CFR part 490;	N/A			
450.324(i)(1)(iv)	An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider: A scenario that improves the baseline conditions for as many of the performance measures identified in § 450.306(d) as possible;	N/A			

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
450.324(i)(1)(v)	An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider: Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and	N/A			
450.324(i)(1)(vi)	An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider: Estimated costs and potential revenues available to support each scenario.	N/A			
450.324(i)(2)	In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.	N/A			
450.324(j)	The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a).	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.324(k)	The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	Yes	Draft 2050 LRTP - Section 2: Public Involvement Program (December 2025)		
450.324(l)	A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.	Yes	Draft 2050 LRTP - Section 8: Measuring Progress and Looking Forward (December 2025)		
450.324(m)	In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air	N/A			

CFR Section	CFR Requirement	Is CFR Requirement Satisfied in 2050 LRTP?	If "Yes", where is this documented?	Initial Review Comments, if applicable	Responses from MPO, if applicable
	Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.				

FL-AL TPO Interlocal Agreement

BALDWIN COUNTY, ALABAMA
TIM RUSSELL PROBATE JUDGE
Filed/cert. 12/29/2015 10:12 AM
TOTAL $ 72.00
22 Pages

1549215

INTERLOCAL AGREEMENT FOR CREATION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

THIS INTERLOCAL AGREEMENT for the formation of a Metropolitan Planning Organization is made and entered into on this 7th day of October 2015, by and between the FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT); ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT); FLORIDA COUNTIES OF ESCAMBIA and SANTA ROSA; ALABAMA COUNTY OF BALDWIN; THE CITIES OF PENSACOLA, GULF BREEZE, MILTON IN FLORIDA and ORANGE BEACH IN ALABAMA; AND ESCAMBIA COUNTY AREA TRANSIT, collectively known as "the parties."

RECITALS

WHEREAS, the federal government, under the authority of Title 23 United States Code (USC) §134 and Title 49 USC §5303, requires each metropolitan area, as a condition for the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area; and

WHEREAS, the parties to this Interlocal Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning process to assure that highway facilities, mass transit systems, bicycle and pedestrian facilities, rail systems, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development; and

WHEREAS, Title 23 USC §134 and 135, Title 49 USC §§5303-5305, as amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21, Sections 1201 and 1202), and regulatory authority in Title 23 CFR 450 et al and Section 339.175, Florida Statutes (F.S.) for Florida parties and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties, provide for the creation of Metropolitan Planning Organizations to develop transportation plans and programs for urbanized areas; and

WHEREAS, pursuant to Titles 23 USC §134(d), 49 USC §5303, and 23 CFR §450.310(b), and Section 339.175(2), Florida Statutes (F.S.) for Florida parties, and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties, a determination has been made by the Governor and units of general purpose local government representing at least 75 percent of the affected population (including the largest incorporated city, based on population as named by the Bureau of Census) in the urbanized area to designate a Metropolitan Planning Organization; and

WHEREAS, pursuant to this Interlocal Agreement, the parties wish to collectively participate in the metropolitan planning process as the Florida-Alabama Transportation Planning Organization for the Pensacola, FL-AL urbanized area, herein after referred to as *the Transportation Planning Organization* or *the TPO*. Further, the parties approved by unanimous votes an apportionment plan and a boundary plan for presentation to the Governors on the 12th day of June 2013 and on the 11th day of December 2013, respectively; and

WHEREAS, pursuant to Section 339.175, Florida Statutes (F.S.) for Florida parties, and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties, the USC and CFR authorities cited above, the Governors of the States of Alabama and Florida, by letter dated on or about the 3rd day of April 2014, jointly approved the apportionment and boundary plan submitted by the TPO; and

WHEREAS, pursuant to Title 23 CFR §450.314(a), and Section 339.175, Florida Statute (F.S.), for Florida parties, and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties,

an agreement must be entered into by FDOT, ALDOT, the TPO, and the governmental entities and public transportation operators, to identify the responsibility of each party for cooperatively carrying out a comprehensive transportation planning process; and

WHEREAS, this Interlocal Agreement is required to create the Transportation Planning Organization and delineate the provisions for operation of the TPO; and

WHEREAS, the undersigned FDOT and the local Florida parties have determined that this Interlocal Agreement is consistent with Section 339.175, Florida Statutes (F.S.) for parties in Florida, and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for parties in Alabama; and

WHEREAS, the undersigned parties have determined that this Interlocal Agreement is consistent with all Federal and State (Florida, and Alabama) statutory requirements set forth in Section 163.01, Florida Statutes (F.S.), relating to Florida parties, and Alabama law relating to Alabama parties, for Interlocal Agreements; now

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

ARTICLE 1
RECITALS; DEFINITIONS

Section 1.01. Recitals. Each and all of the foregoing recitals are incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Interlocal Agreement.

Section 1.02. Definitions. The following words when used in this Interlocal Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

Interlocal Agreement means and refers to this instrument, as may be amended from time to time.

ALDOT means and refers to the Alabama Department of Transportation, agency of the State of Alabama.

FDOT means and refers to the Florida Department of Transportation, an agency of the State of Florida, created pursuant to Section 20.23., F.S.

FHWA means and refers to the Federal Highway Administration.

FTA means and refers to the Federal Transit Administration.

Long Range Transportation Plan (LRTP) is the 20-year transportation planning horizon which includes transportation facilities; identifies a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation activities; and in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plans (SIPs) of Florida and Alabama, all as required by Title 23 USC §134(c), Title 49 USC §5303, Title 23 CFR §450.322, and 40 CFR Parts 51 and 93 (Final Rules), and Section 339.175, Florida Statute (F.S.) for Florida parties and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties.

Metropolitan Planning Area means and refers to the planning area determined by agreement between the TPO and the Governors of Florida and Alabama for the urbanized area containing at least a population of 50,000 as described in Title 23 USC §134(b)(1), Title 49 USC §5303, and all applicable regulatory provisions of 23 CFR 450 and Section 339.175 of Florida Statutes (F.S.), for Florida parties, and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties, and including the existing urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period, which shall be subject to the Transportation Planning Organization's planning authority.

MPO means and refers to the Metropolitan Planning Organization formed pursuant to this Interlocal Agreement as described in 23 USC §134(b)(2) and 49 USC §5303, and Section 339.175, Florida Statutes (F.S.) for Florida parties and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties.

TPO means and refers to the Transportation Planning Organization (TPO) formed pursuant to this Interlocal Agreement as the MPO for the Pensacola FL-AL Urbanized Area.

Transportation Improvement Program (TIP) is the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long Range Transportation Plan, developed pursuant to 23 USC §134(j), 49 USC §5303, and 23 CFR §450.324, and Section 339.175, Florida Statutes (F.S.) for Florida parties, and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties.

Unified Planning Work Program (UPWP) is the biennial program developed in cooperation with the Department and public transportation providers, that identifies the planning priorities and activities to be carried out within a metropolitan planning area to be undertaken during a 2-year period, together with a complete description thereof and an estimated budget, all as required by 23 CFR §450.308, and Section 339.175, Florida Statutes (F.S.) for Florida parties, and Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties.

ARTICLE 2
PURPOSE

Section 2.01. General Purpose. The purpose of this Interlocal Agreement is to establish the TPO and recognize the boundary and apportionment approved by the Governors of Florida and Alabama. This Interlocal Agreement shall serve:

(a) To assist in the development of transportation systems embracing various modes of transportation in a manner that will maximize the mobility of people and goods within and through this metropolitan planning area and minimize, to the maximum extent feasible for transportation-related fuel consumption and air pollution;

(b) To develop transportation plans and programs, in cooperation with FDOT and ALDOT, which plans and programs provide for the development of transportation facilities that will function as a multi-modal and intermodal transportation system for the metropolitan planning area;

(c) To implement and ensure a continuing, cooperative, and comprehensive transportation planning process that results in coordinated plans and programs consistent with the comprehensively planned development of this affected metropolitan planning area in cooperation with both FDOT and ALDOT;

(d) To assure eligibility for the receipt of federal capital and operating assistance pursuant to Title 23 USC §134 and 135, Title 49 USC §§5303, 5304, 5305, 5307, 5309, 5310, 5311, 5314, 5326, 5337and 5339, 5340;

(e) To carry out the metropolitan transportation planning process, in cooperation with the Department, as required by federal, state and local laws.

Section 2.02. Major TPO Responsibilities. The TPO is intended to be a forum for cooperative decision making by officials of the governmental entities which are parties to this Interlocal Agreement in the development of transportation-related plans and programs, including but not limited to:

(a) The LRTP;

(b) The TIP;

(c) The UPWP;

(d) Incorporating performance goals, measures, and targets into the process of identifying and selecting needed transportation improvements and projects;

(e) A congestion management process for the metropolitan area and coordinated development of all other transportation management systems required by state or federal law;

(f) Assisting FDOT and ALDOT in mapping transportation planning boundaries required by state or federal law;

(g) Supporting the Department in performing its duties relating to access management, functional classification of roads, and data collection; and

(h) Performing such other tasks required by state or federal law.

Section 2.03. Coordination with FDOT and ALDOT and Consistency with Comprehensive Plans. Title 23 USC 135 and Section 339.175 Florida Statute (F.S.), require that FDOT and ALDOT develop statewide transportation plans, which consider, to the maximum extent feasible, strategic regional policy plans, TPO plans, and approved local government comprehensive plans. Section 339.175, Florida Statute (F.S.) for Florida parties, Sections 23-1-1, 23-1-21.2(2) and 23-1-21.3, Code of Alabama 1975 for Alabama parties, and Title 23 USC 134, specify the authority and responsibility of the TPO and both DOTs, to manage a continuing, cooperative, and comprehensive transportation (3 C) planning process for the metropolitan area.

In fulfillment of this purpose and in the exercise of the various powers granted by US Code and Codes of Federal Regulations cited herein, the parties to this Interlocal Agreement acknowledge that decisions made by the TPO will be coordinated with the Florida and Alabama DOTs. All parties to this Interlocal Agreement acknowledge that actions taken pursuant to this Interlocal Agreement will be consistent with local government comprehensive plans.

ARTICLE 3
TPO ORGANIZATION AND CREATION

Section 3.01. Establishment of TPO. The TPO for the metropolitan planning area as described in the membership apportionment plan approved by the Governors of Florida and Alabama is hereby created

and established pursuant to this Interlocal Agreement to carry out the purposes and functions set forth in Articles 2 and 5. The legal name of this Metropolitan Planning Organization shall be Florida-Alabama Transportation Planning Organization.

Section 3.02. TPO to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty, or responsibility hereunder, or to observe, assume, or carry out any of the provisions of this Interlocal Agreement, the TPO will, to the extent of its legal capacity, comply with all applicable laws and requirements.

Section 3.03. Governing board to act as policy-making body of TPO. The governing board established pursuant to Section 4.01 of this Interlocal Agreement shall act as the policy-making body for the TPO, and will be responsible for coordinating the cooperative decision-making process of the TPO's actions, and will take required actions as the TPO.

Section 3.04. Data, reports, records, and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, Florida Statutes (F.S.), in the case of parties within Florida, and the Alabama Open Records Act, Alabama Code §36-12-40 (1975), in the case of parties within Alabama, the parties shall provide to each other such data, reports, records, contracts, and other documents in its possession relating to the TPO as is requested. Charges are to be in accordance with Chapter 119, F.S. for parties within Florida, and Alabama Code §36-12-40 (1975) for parties within Alabama.

Section 3.05. Rights of review. All parties to this Interlocal Agreement and the affected federal funding agencies (e.g., FHWA, FTA, and FAA) shall have the rights of technical review and comment on TPO's projects.

ARTICLE 4
COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

Section 4.01. Composition and membership of governing board.

(a) The membership of the TPO shall consist of twenty (20) voting members and two (2) non-voting advisors. The names of the member local governmental entities and the voting apportionment of the governing board as approved by the Governor shall be as follows:
Voting Members –Twenty (20) apportioned as follows:

- 5 members Escambia County Commission,
- 5 members Santa Rosa County Commission,
- 1 member Baldwin County Alabama County Commission whose Commission District, or portion thereof, is within the Florida-Alabama TPO Metropolitan Planning Area (MPA) Boundary,
- 5 members City of Pensacola City Council,
- 1 member City of Gulf Breeze City Council,
- 1 member City of Milton City Council,
- 1 member City of Orange Beach City Council,
- 1 member Escambia County Area Transit.

Non-Voting Advisors – The Florida Department of Transportation District Secretary and the Alabama Department of Transportation Southwest Region Engineer. The TPO may appoint other non-voting advisors as deemed necessary.

(b) All voting representatives shall be elected officials of general purpose local governments, except to the extent that the TPO includes, as part of its apportioned voting membership, a member of a statutorily authorized planning board or an official of an agency that operates or administers a major mode of transportation. All individuals acting as a representative of the governing board of the county, the city, or authority shall first be selected by said governing board.

(c) The voting membership of an MPO shall consist of not fewer than 5 or more than 25 apportioned members, the exact number to be determined on an equitable geographic-population ratio basis by the Governors of Florida and Alabama, based on an agreement among the affected units of general-purpose local government as required by federal rules and regulations.

(d) In the event that a governmental entity that is a member of the TPO fails to fill an assigned appointment to the TPO within sixty days after notification by the Governor of its duty to appoint a representative, the appointment shall then be made by the Governor from the eligible individuals of that governmental entity.

Section 4.02. Terms. The term of office of members of the TPO shall be four years. The membership of a member who is a public official automatically terminates upon said official leaving the elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the governmental entity represented by the member. A vacancy shall be filled by the original appointing entity. A member may be appointed for one or more additional four year terms.

ARTICLE 5
AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

Section 5.01. General authority. The TPO shall have all authorities, powers and duties, enjoy all rights, privileges, and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative, and comprehensive transportation planning process as specified in US Code and Codes of Federal Regulations and applicable portions of Florida and Alabama law.

Section 5.02. Specific authority and powers. The TPO shall have the following powers and authority:

(a) The TPO may employ personnel and/or may enter into contracts with local or state agencies and private planning or engineering firms to utilize the staff resources of local and/or state agencies;

(b) The TPO may enter into contracts for the performance of service functions of public agencies;

(c) The TPO may acquire, own, operate, maintain, sell, or lease real and personal property;

(d) The TPO may accept funds, grants, assistance, gifts or bequests from local, state, and federal resources;

(e) The TPO may promulgate rules to effectuate its powers, responsibilities, and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable local and state laws, rules and regulations; and

(f) The TPO shall have such powers and authority as specifically provided by federal or state law.

Section 5.03. Duties and responsibilities. In addition to those duties and responsibilities set forth in Article 2, the TPO shall have the following duties and responsibilities:

(a) The TPO shall create and appoint a technical advisory committee;

(b) The TPO shall create and appoint a citizens' advisory committee;

(c) The TPO membership shall be jointly and severally liable for liabilities, and the TPO may respond to such liabilities through the purchase of insurance or bonds, the retention of legal counsel, and, as appropriate, the approval of settlements of claims by its governing board;

(d) The TPO shall establish an estimated budget which shall operate on a fiscal year basis consistent with any requirements of the UPWP;

(e) The TPO, in cooperation with FDOT and ALDOT, shall carry out the metropolitan transportation planning process as required by Title 23 CFR Parts 420 and 450, and Title 49 CFR Part 613, Subpart A, and consistent with Chapter 339. 175, Florida Statutes (F.S.) for Florida parties, and other applicable state, federal, and local laws;

(f) The TPO shall enter into agreements with FDOT and ALDOT, operators of public transportation systems and the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan area. These agreements will prescribe the cooperative manner in which the transportation planning process will be coordinated and included in the comprehensively planned development of the area;

(g) Perform such other tasks presently or hereafter required by state or federal law;

(h) Execute certifications and agreements necessary to comply with state or federal law; and

(i) Adopt operating rules and procedures.

ARTICLE 6
FUNDING; INVENTORY REPORT; RECORD-KEEPING

Section 6.01. Funding. ALDOT and FDOT shall allocate to the TPO for performance of its transportation planning and programming duties, an appropriate amount of federal transportation planning funds consistent with the approved planning funds formula.

Section 6.02. Inventory report. The TPO agrees to inventory, to maintain records of and to insure proper use, control, and disposal of all nonexpendable tangible property acquired pursuant to funding under this Interlocal Agreement. This shall be done in accordance with the requirements of Title 23 CFR Part 420, Subpart A, Title 49 CFR Part 18, Subpart C, and all other applicable federal regulations.

Section 6.03. Record-keeping and document retention. ALDOT and FDOT and the TPO shall prepare and retain all records in accordance with federal and state requirements, including but not limited to 23 CFR Part 420, Subpart A, 49 CFR Part 18, Subpart C, and 49 CFR §18.42. FDOT and the TPO shall also comply with Chapter 119, F.S.

Section 6.04 Compliance with laws. All parties shall allow public access to all documents, papers, letters, and other material subject to the provisions of Chapter 119, Florida Statutes, in the case of FDOT and parties within Florida, and the Alabama Open Records Act, Ala. Code § 36-12-40 (1975), in the case

of ALDOT and parties within Alabama, made or received by the parties in conjunction with this Agreement.

(a) Keep and maintain public records that ordinarily and necessarily would be required by FDOT, for parties within Florida, and ALDOT, for parties within Alabama, in order to perform the services being performed by the party.

(b) Provide the public with access to the public records on the same terms and conditions that FDOT, in the case of parties within Florida, and ALDOT, in the case of parties within Alabama, would provide records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, for parties within Florida, and ALDOT policy for parties within Alabama.

(c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.

(d) Meet all requirements for retaining public records and transfer, at no cost, to FDOT and ALDOT all public records in possession of the party upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to FDOT and ALDOT in a format that is compatible with the information technology systems of FDOT and ALDOT.

(e)

(1) In the case of parties within Alabama, ensure that all accident and traffic data provided by ALDOT or any agency or political subdivision of the state of Alabama and used for safety enhancement are kept confidential under 23 U.S.C. § 409 and not disclosed to third parties without the express written permission of ALDOT. The data shall not be referenced, disclosed, discussed or otherwise made public. The provision of this data shall not be considered as a waiver of the provision of §23 U.S.C. 409. Upon execution of this Agreement, the parties agree that their agents, servants, officers, officials and employees in both their official and individual capacities that the data provided pursuant to the above referenced request shall not be discussed, disclosed, used, published or released without prior written consent of ALDOT. Furthermore, if the data should be released or published without the consent of ALDOT or should an attempt be made to use the data in an action for damages against the state of Alabama, ALDOT, its officials or employees, access to data shall terminate immediately. The state of Alabama and

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ALDOT expressly reserve the right under §23 U.S.C. 409 to object to the use of the data and any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.

(2) Any such data described in section 6.04(e)(1) above shall not be provided to parties within Florida unless: (i) the data is consolidated or used in a format or form that is not subject to the restrictions of 23 U.S.C. § 409; and (ii) ALDOT gives its written permission for the provision of such data in such form or format to parties within Florida. The retention, use, disclosure and publication of any such data so provided to a party within Florida shall be in accordance with Chapter 119, Florida Statutes and 23 U.S.C. § 409.

ARTICLE 7
MISCELLANEOUS PROVISIONS

Section 7.01. Constitutional or statutory duties and responsibilities of parties. This Interlocal Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Interlocal Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Interlocal Agreement or any legal or administrative entity created or authorized by this Interlocal Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 7.02. Amendment of Interlocal Agreement. Amendments or modifications of this Interlocal Agreement may only be made by written agreement signed by all parties hereto with the same formalities as the original Interlocal Agreement. No amendment may alter the apportionment or jurisdictional boundaries of the TPO without approval by the Governor.

Section 7.03. Duration; withdrawal procedure.

(a) Duration. This Interlocal Agreement shall remain in effect until terminated by the parties to this Interlocal Agreement. The Interlocal Agreement shall be reviewed by the parties at least every five years, concurrent with the decennial census, and/or concurrent with a new Federal Reauthorization bill, and updated as necessary.

(b) Withdrawal procedure. Any party, except the City of Pensacola (the United States Bureau of the Census designated largest incorporated city), may withdraw from this Interlocal Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Interlocal Agreement and the TPO, at least 90 days prior to the intended date of withdrawal. Upon receipt of the intended notice of withdrawal:

(1) The withdrawing member and the TPO shall execute a memorandum reflecting the withdrawal of the member and alteration of the list of member governments that are signatories to this Interlocal Agreement. The memorandum shall be filed in the Office of the Clerk of the Circuit Court of each county in which a Florida party hereto is located and in the appropriate office for each Alabama party.

(2) The TPO shall contact The Office of the Governor in the states of Florida and Alabama, and the Governors, with the agreement of the remaining members of the TPO, shall determine whether any reapportionment of the membership is appropriate. The Governors and the TPO

shall review the previous TPO designation, applicable federal, state, and local law, and TPO rules for appropriate revision. In the event that another entity is to afforded membership in the place of the member withdrawing from the TPO, the parties acknowledge that pursuant to Title 23 CFR §450.310(l)(2), adding membership to the TPO does not automatically require redesignation of the TPO. In the event that a party who is not a signatory to this Interlocal Agreement is afforded membership in the TPO, membership shall not become effective until this Interlocal Agreement is amended to reflect that the new member has joined the TPO.

Section 7.04. Notices. All notices, demands and correspondence required or provided for under this Interlocal Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be addressed as follows:

- Florida-Alabama Transportation Planning Organization
  Post Office Box 9759
  Pensacola, FL 32513-9759

- Escambia Board of County Commissioners
  Post Office Box 1591
  Pensacola, FL 32597-1591

- Santa Rosa Board of County Commissioners
  6495 Caroline Street Ste M
  Milton, FL 32570

- Baldwin County Board of County Commission
  312 Courthouse Square Suite 12
  Bay Minette, AL 36507

- City of Pensacola
  180 Government Center
  Pensacola, FL 32501

- City of Milton
  Post Office Box 909
  Milton, FL 32572-0909

- City of Gulf Breeze
  Post Office Box 640
  Gulf Breeze, FL 32562-0640

- Escambia County Area Transit
  1515 West Fairfield Drive
  Pensacola FL, 32501

- Florida Department of Transportation
  Post Office Box 607
  Chipley, FL 32428-9990

- Alabama Department of Transportation
  Post Office Box 303050
  Montgomery, AL 36130-3050

- City of Orange Beach
  Post Office Box 458
  Orange Beach, AL 36561

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 7.05. Interpretation.

(a) Drafters of the Interlocal Agreement ALDOT and FDOT and the members of the TPO were each represented by or afforded the opportunity for representation by legal counsel and participated in the drafting of this Interlocal Agreement and in choice of wording. Consequently, no provision should be more strongly construed against any party as drafter of this Interlocal Agreement.

(b) Severability. Invalidation of any one of the provisions of this Interlocal Agreement or any part, clause or word, or the application thereof in specific circumstances, by judgment, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

(c) Rules of construction. In interpreting this Interlocal Agreement, the following rules of construction shall apply unless the context indicates otherwise:

(1) The singular of any word or term includes the plural;

(2) The masculine gender includes the feminine gender; and

(3) The word "shall" is mandatory, and "may" is permissive.

Section 7.06. Enforcement by parties hereto. In the event of any judicial or administrative action to enforce or interpret this Interlocal Agreement by any party hereto, each party shall bear its own costs and attorney's fees in connection with such proceeding.

Section 7.07. Interlocal Agreement execution; Use of counterpart signature pages. This Interlocal Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 7.08. Effective date; Cost of recordation.

(a) Effective date. This Interlocal Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court for each county in which a party hereto is located.

(b) Recordation. The Florida-Alabama TPO hereby agrees to pay for any costs of recordation or filing of this Interlocal Agreement in the Office of the Circuit Court for each county in which a

party is hereto located. The recorded or filed original, or any amendment, shall be returned to the TPO for filing in its records.

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the above designated TPO.

Signed, Sealed and Delivered in the presence of:

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____

TITLE: TPO Chairman

ATTEST: _____

TITLE: Executive Director, WFRPC

(SEAL)

Board of County Commissioners
Escambia County, Florida

Grover C. Robinson, IV, Chairman

Date Executed
11/17/2015

ATTEST: Pam Childers
Clerk of the Circuit Court

By: _____
Deputy Clerk

SEAL

Approved as to form and legal sufficiency.

By/Title: _____
Date: 10/27/15

BCC Approved 11-17-2015

SANTA ROSA COUNTY, FLORIDA BOARD OF COUNTY COMMISSIONERS

BY: Don Salter

TITLE: Chairman

ATTEST: Donald C. Spencer, Clerk of Court

ATTEST: _____

TITLE: _____

(SEAL)

BCC approved 10/22/15

BALDWIN COUNTY, ALABAMA BOARD OF COUNTY COMMISSIONERS

BY: _____

TITLE: Chairman

ATTEST: _____

TITLE: County Administrator

(SEAL)

CITY OF PENSACOLA, FLORIDA

BY: _____

TITLE: City Administrator

ATTEST: _____

TITLE: City Clerk

(SEAL)

CITY OF MILTON, FLORIDA

BY: [signature]

TITLE: Mayor of Milton, Fl

ATTEST: [signature]

TITLE: City Clerk

(SEAL)

CITY OF GULF BREEZE, FLORIDA

BY: _____

TITLE: Mayor

ATTEST: Stephanie D. Thomas

TITLE: City Clerk

(SEAL)



CITY OF ORANGE BEACH, ALABAMA

BY: _____

TITLE: _____

ATTEST: Cindy Constantino

TITLE: City Clerk

(SEAL)

ORIGINAL SIGNED BY MAYOR

ESCAMBIA COUNTY AREA TRANSIT

BY: _____

TITLE: Mike Crittenden, General Manager

ATTEST: _____

TITLE: _____

(SEAL)

WITNESS

WITNESS

BCC Approved 11-17-2015

FLORIDA DEPARTMENT OF TRANSPORTATION

BY: _____

TITLE: District Secretary

ATTEST: _____ Williams

TITLE: Administrative Assistant

(SEAL)

STATE OF ALABAMA,
ACTING BY AND THROUGH THE
ALABAMA DEPARTMENT OF TRANSPORTATION

DIRECTOR

(SEAL)

Appendix D: Area Profile Data

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Study Area Characteristics and Trends

The purpose of this section is to describe the historical and projected future trends in the study area socioeconomic characteristics to provide the context for other components of the LRTP.

For analytical purposes of this section, and given data availability at the county-level, the LRTP study area Region encompasses all of Escambia and Santa Rosa Counties- essentially the Pensacola Metropolitan Statistical Area (MSA)[33]. The Area Profile was developed by the University of West Florida Haas Center, with the exception of the Summary slide and the Hurlburt Field Off-Base Commuter Locations. Additional information on the military bases is provided by Enterprise Florida in the *Florida Military and Defense Economic Impact Summary* (January 2024). [34]



[33] Note that in addition to the MSA, a small portion of Baldwin County, Alabama also falls within the TPO LRTP boundary. The Alabama portion of the TPO is assumed to grow at rates similar to the larger Region.

[34] https://selectflorida.org/wp-content/uploads/2024-Florida-Military-and-Defense-Economic-Impact-Summary.pdf

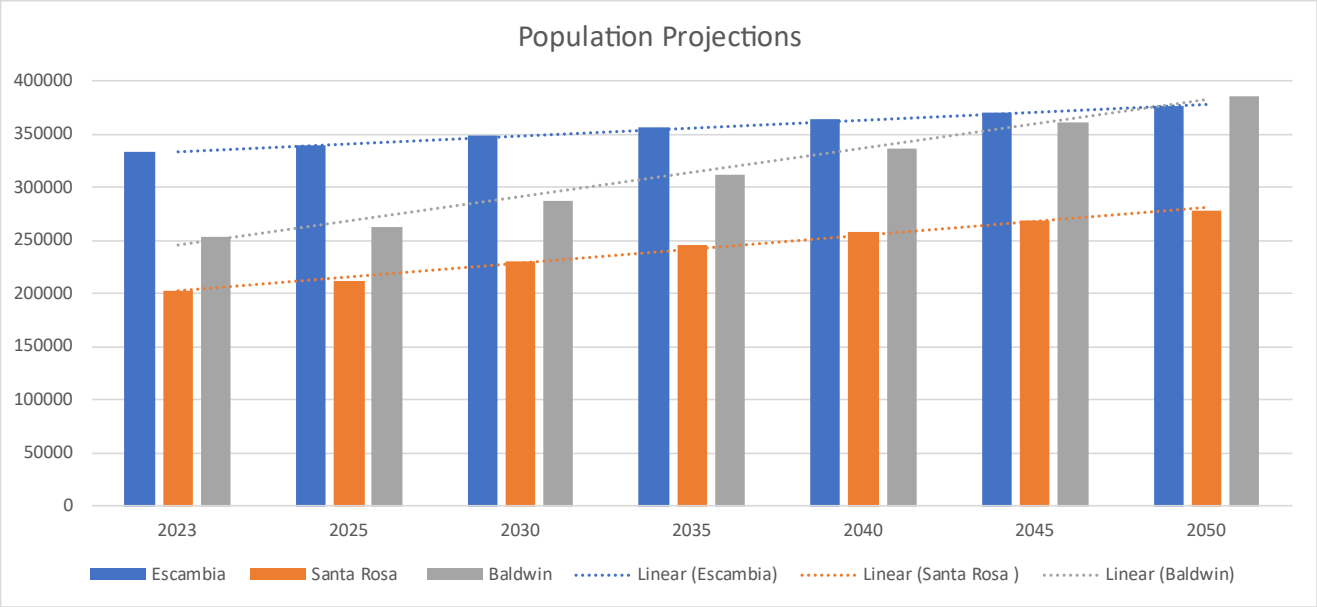
Figure 1: Summary

	Baldwin	Escambia	Santa Rosa
Population (2023)	253,507	333,452	202,772
Population (2050)	386,267	376,700	278,000
Population % Change	52.4%	12.9%	37.1%
% Poverty (2018-2022)	10.2%	14.9%	8.9%
% Minority (2018-2022)	17%	37%	20%
Median Household Income (2018-2022)	$71,039	$61,642	$84,715
Race & Ethnicity (2018-2022)	84% White, 8.3% African American, 4.8% Hispanic Origin	65.3% White, 21.7% African American, 6.1% Hispanic Origin	82.5% White, 5.9% African American, 6.2% Hispanic Origin
% Disability (2018-2022)	13.9%	16.8%	15.0%
% Employment (2018-2022)	56.6%	53.5%	53.0%
% Drive to Work Alone	81.3%	71.2%	79.0%

Data notes: 2018-2022 American Community Survey (ACS) , Baldwin County population data, BEBR.

https://bebr.ufl.edu/wp-content/uploads/2024/01/projections_2024.pdf

Figure 2: Population

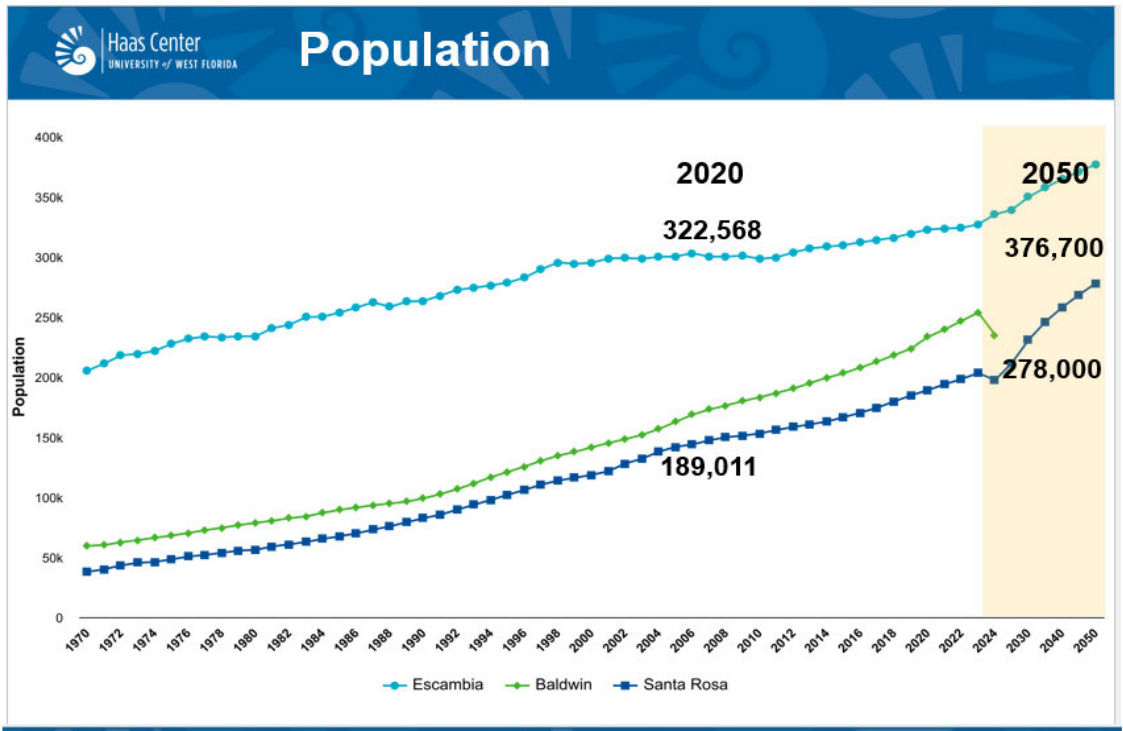


Percent change is calculated from 2023 to 2050. Baldwin data from U.S. Census, projected with linear regression from 2000 to 2050. Escambia and Santa Rosa data from University of FL (UF) Bureau of Economic and Business Research (BEBR) Medium projection (January 2024)

https://bebr.ufl.edu/wp-content/uploads/2024/01/projections_2024.pdf

	2050	% Change
Esc:	376.7K	12.9%
Baldwin:	386.6K	52.4%
SR:	278.0K	37.1%

Figure 3: Population Historical Trends



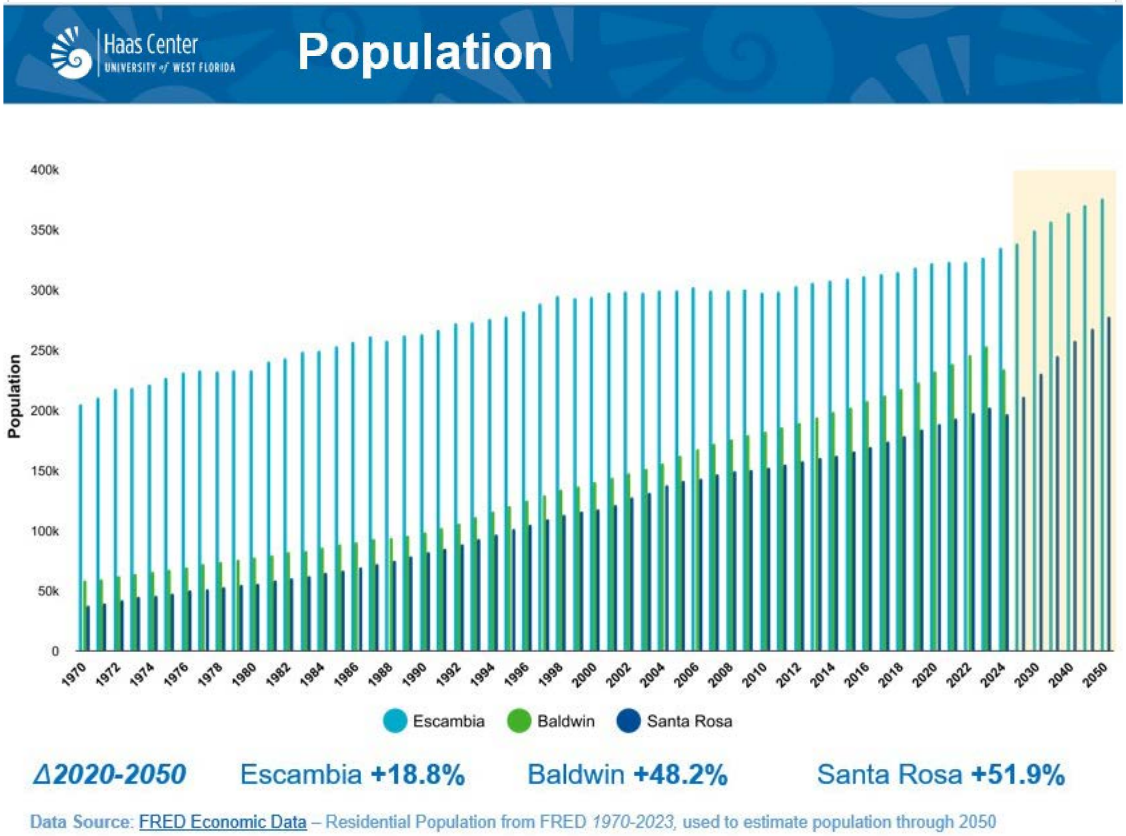
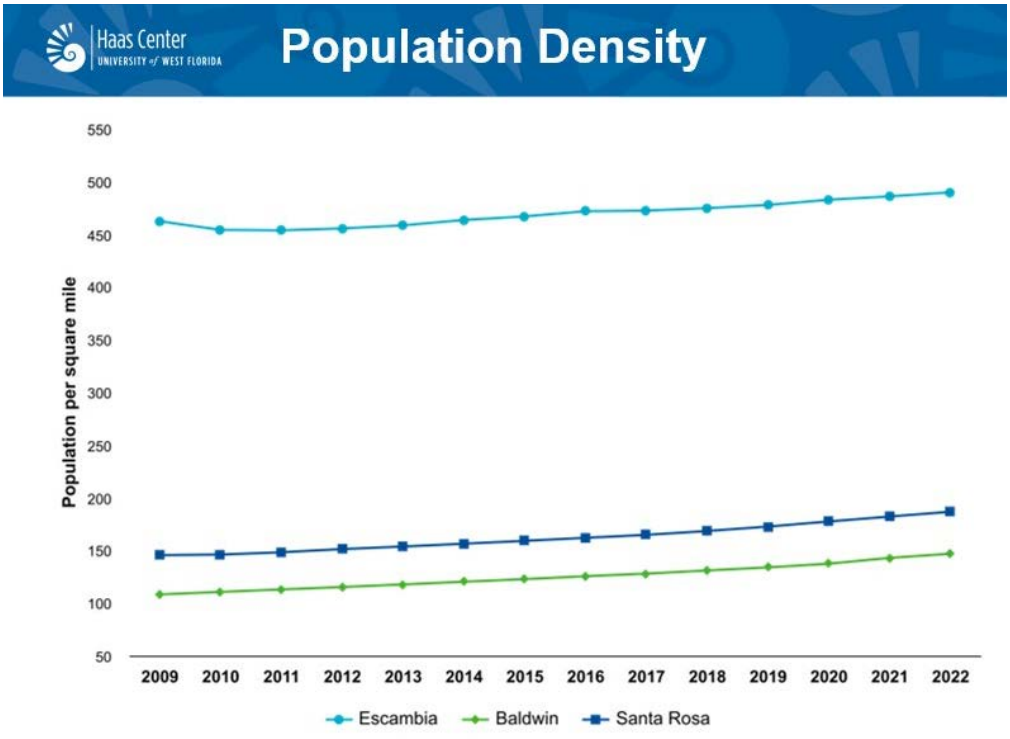


Figure 4: Population Density



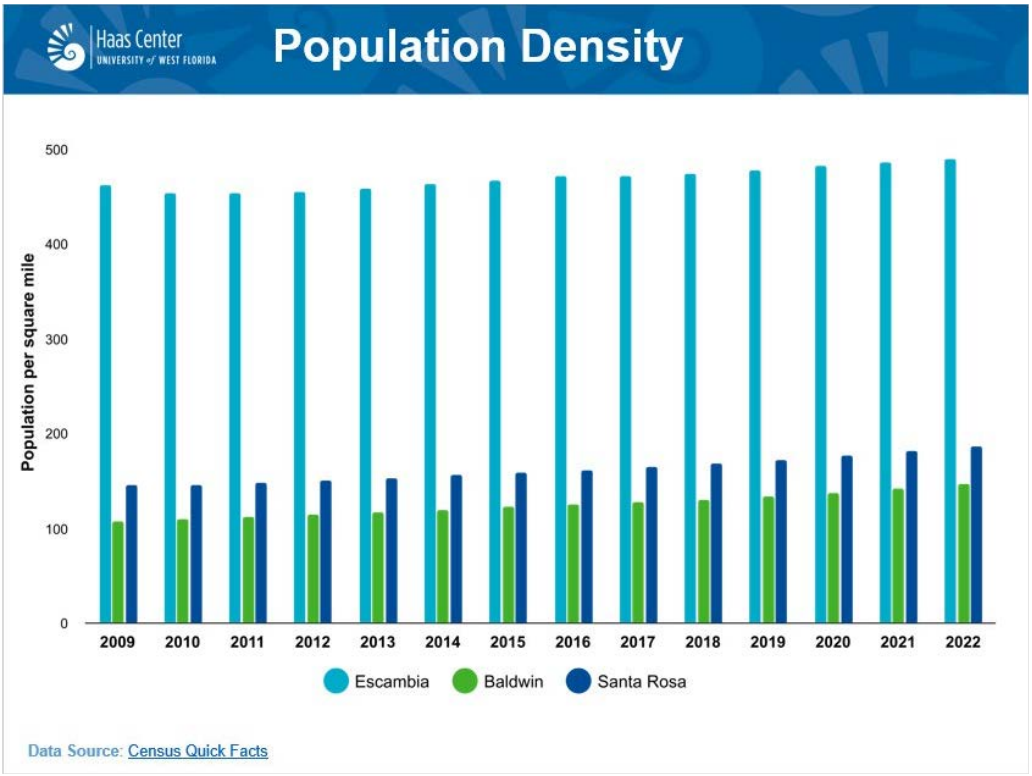
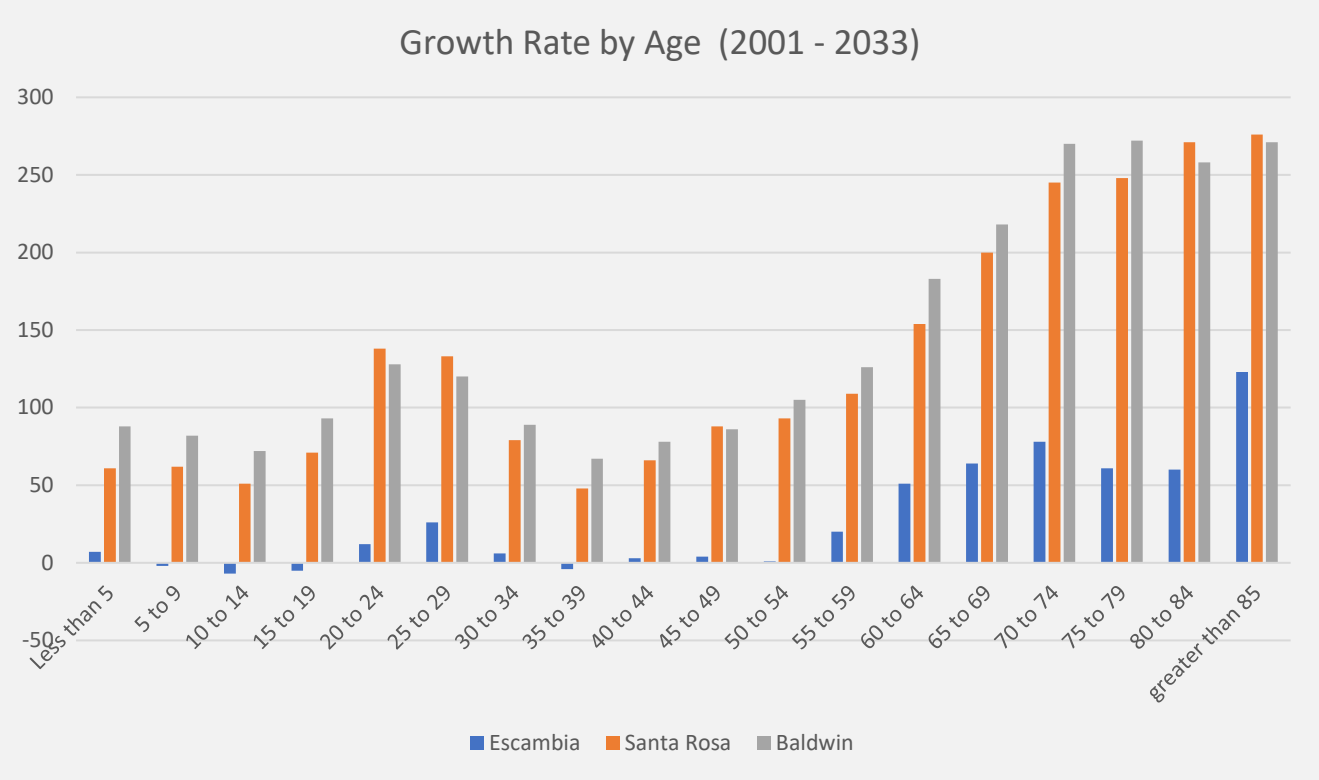


Figure 5: Growth Rates





Data Source: U.S Census Bureau ACS 1-year / Lightcast *2001-2033 % change*

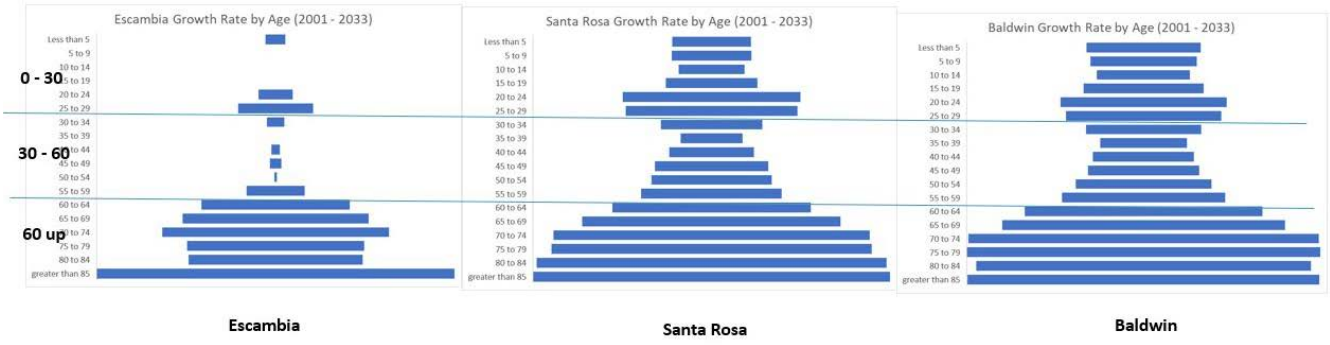


Figure 6: Growth Rates (Table)

Haas Center
UNIVERSITY of WEST FLORIDA

Growth Rate by Age *2001-2033*

Age Group	Escambia	Santa Rosa	Baldwin
< 5 years	7%	61%	88%
5 to 9 years	(2%)	62%	82%
10 to 14 years	(7%)	51%	72%
15 to 19 years	(5%)	71%	93%
20 to 24 years	12%	138%	128%
25 to 29 years	26%	133%	120%
30 to 34 years	6%	79%	89%
35 to 39 years	(4%)	48%	67%
40 to 44 years	3%	66%	78%
45 to 49 years	4%	88%	86%
50 to 54 years	1%	93%	105%
55 to 59 years	20%	109%	126%
60 to 64 years	51%	154%	183%
65 to 69 years	64%	200%	218%
70 to 74 years	78%	245%	270%
75 to 79 years	61%	248%	272%
80 to 84 years	60%	271%	258%
> 85 years	123%	276%	271%

Data Source: U.S Census Bureau ACS 1-year / Lightcast *2001-2033 % change*

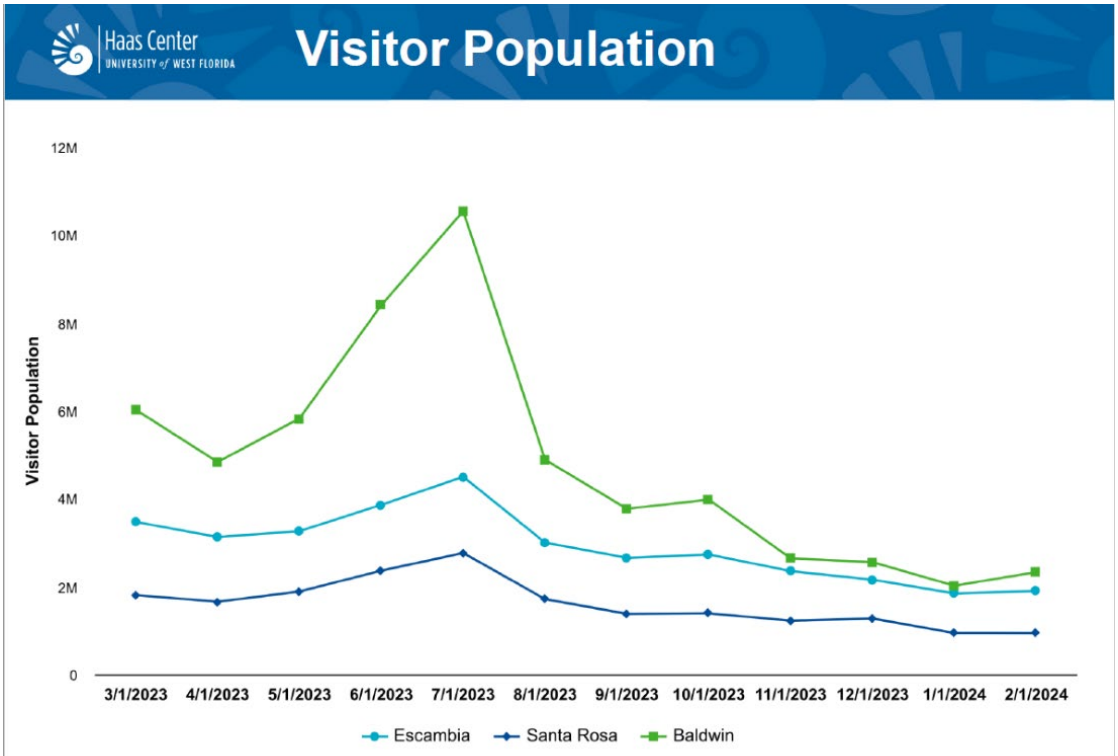
Figure 7: Military Workforce Population

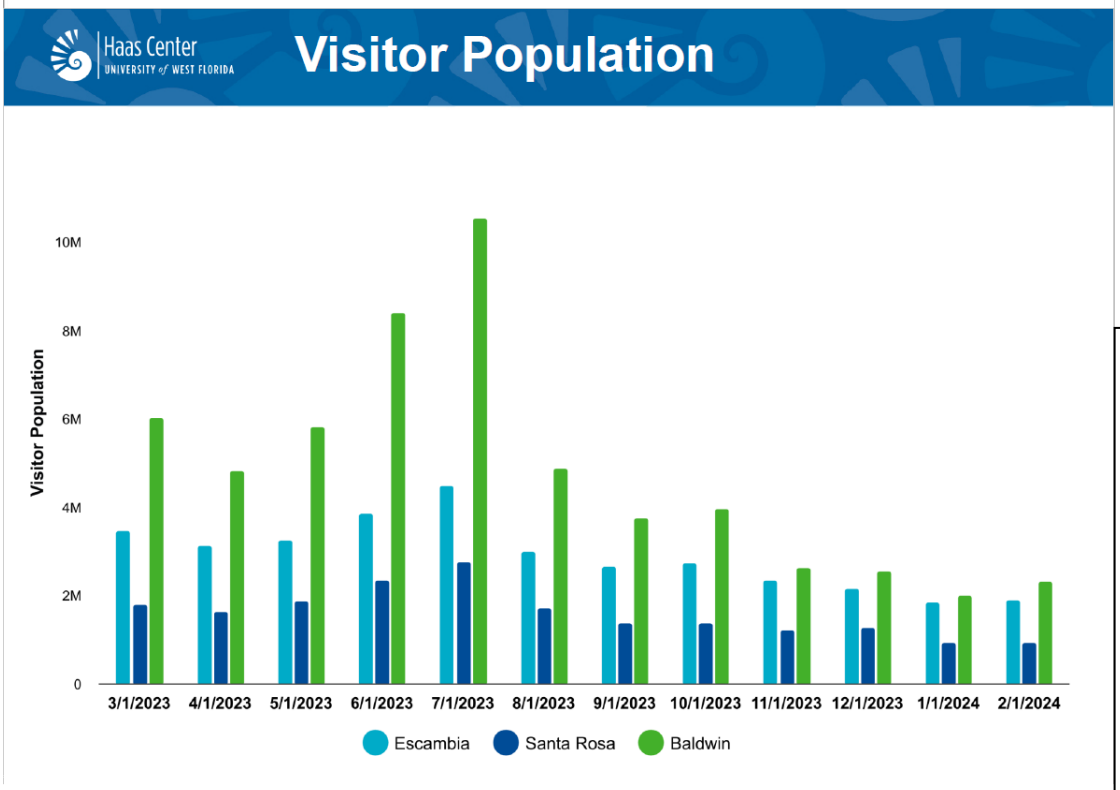


Workforce Population	Escambia	Santa Rosa
Military:	17,076	1,981
Civilian (appropriated):	2,667	386
Civilian (non-appropriated):	1,362	100
Contract:	1,886	749
Total:	**22,991**	**3,216**

Used the total adult population minus the civilian noninstitutionalized adult population to find a proxy for military. Data may also include institutionalized/ incarcerated and people in long term nursing care

Figure 8: Visitor Population





March 2023 – February 2024

Data Source: Placer AI

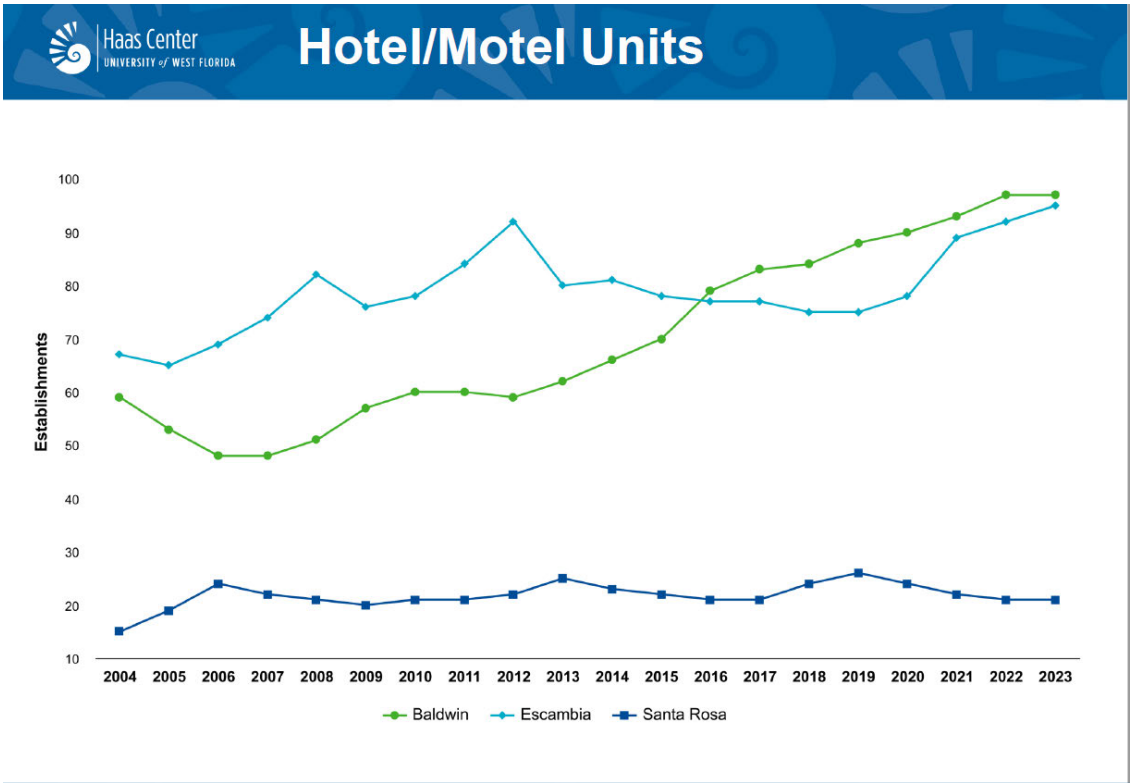
Visits are defined as individuals who stay in the region for more than 150 minutes AND have a permanent residence outside of the region they are visiting.

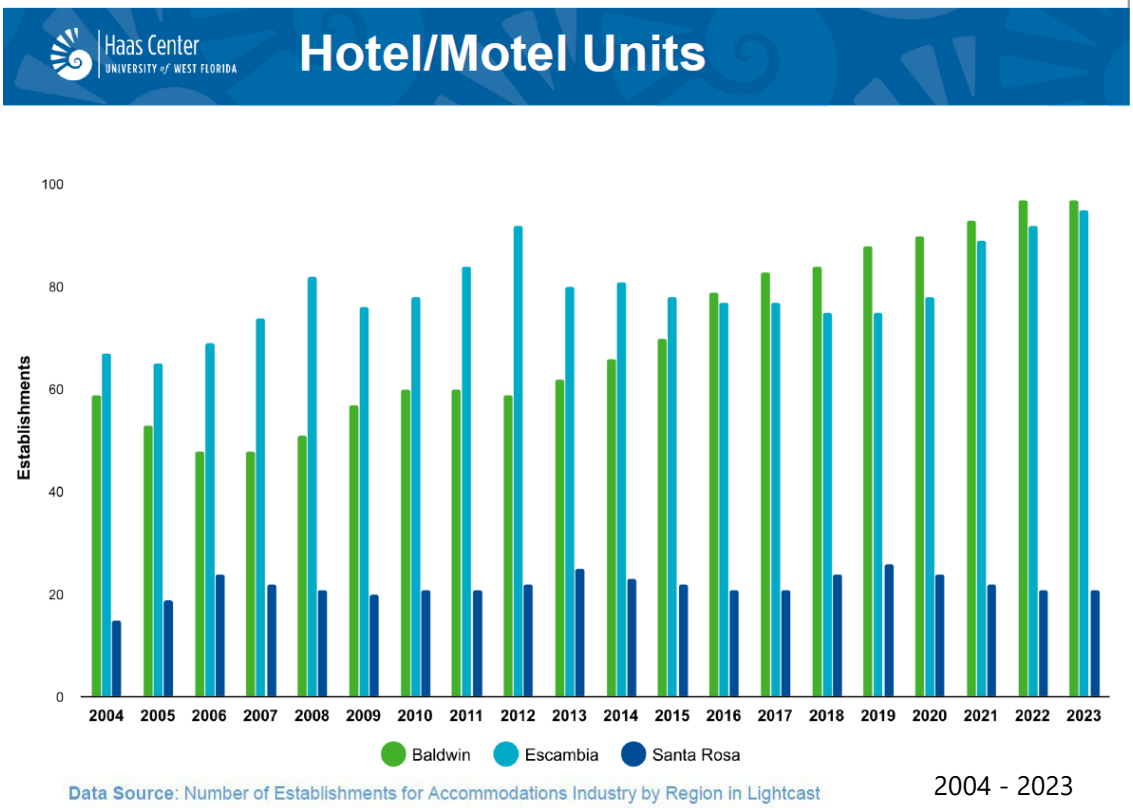
Visits are aggregated as a monthly average.

Timeframe:

3/1/23 - 2/1/24

Figure 9: Hotel / Motel Units

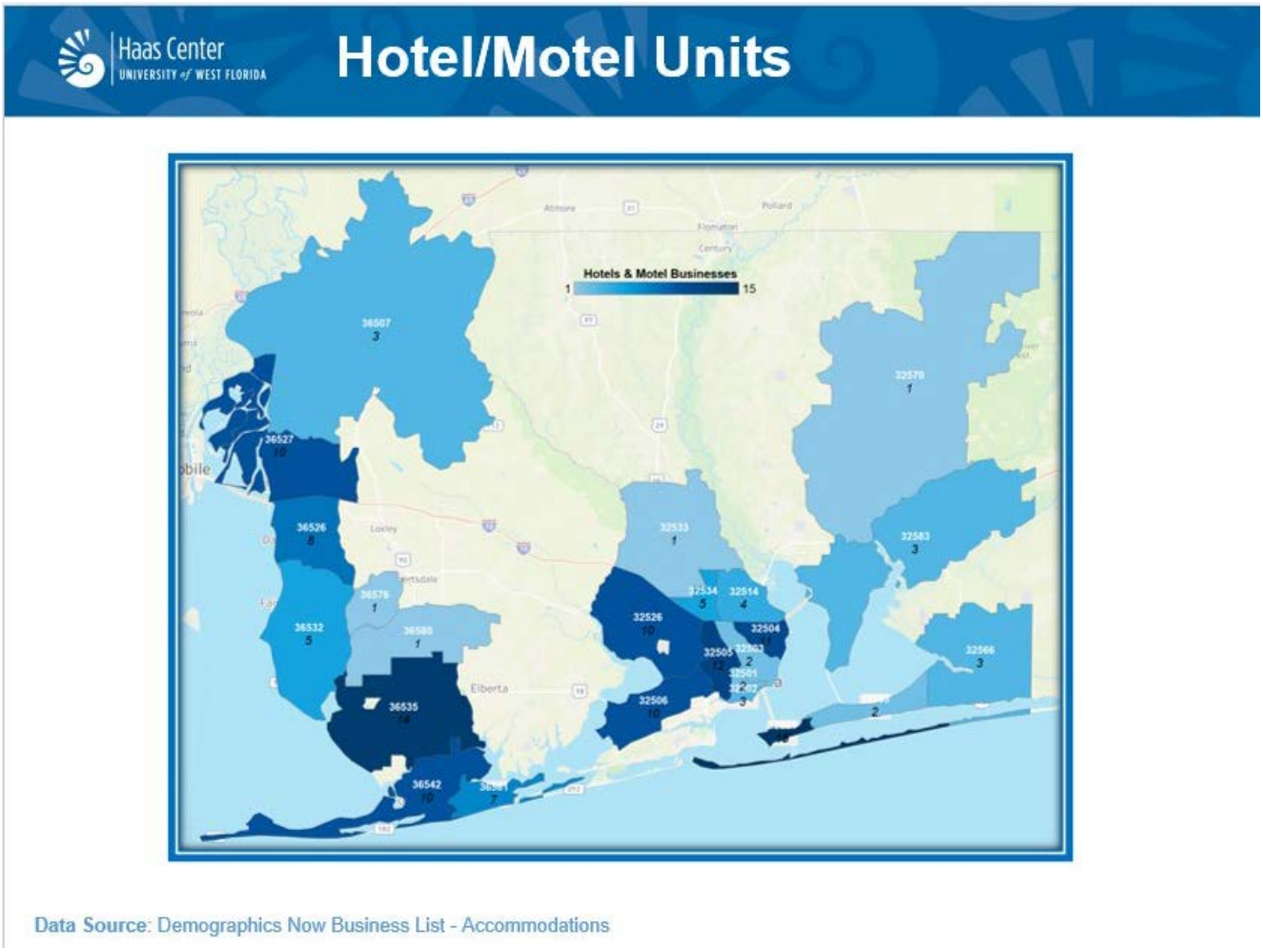




Data Source: Number of Establishments for Accommodations Industry by Region in Lightcast

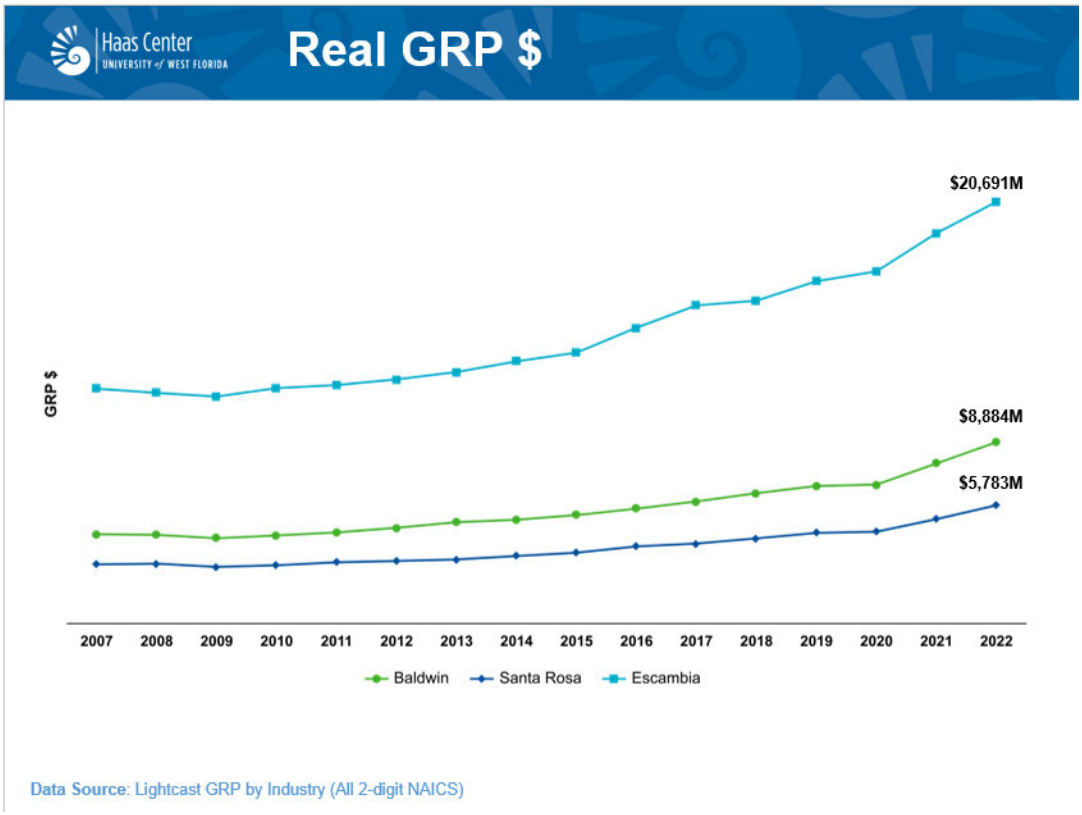
2004 - 2023

Figure 10: Hotel / Motel Units (Map)

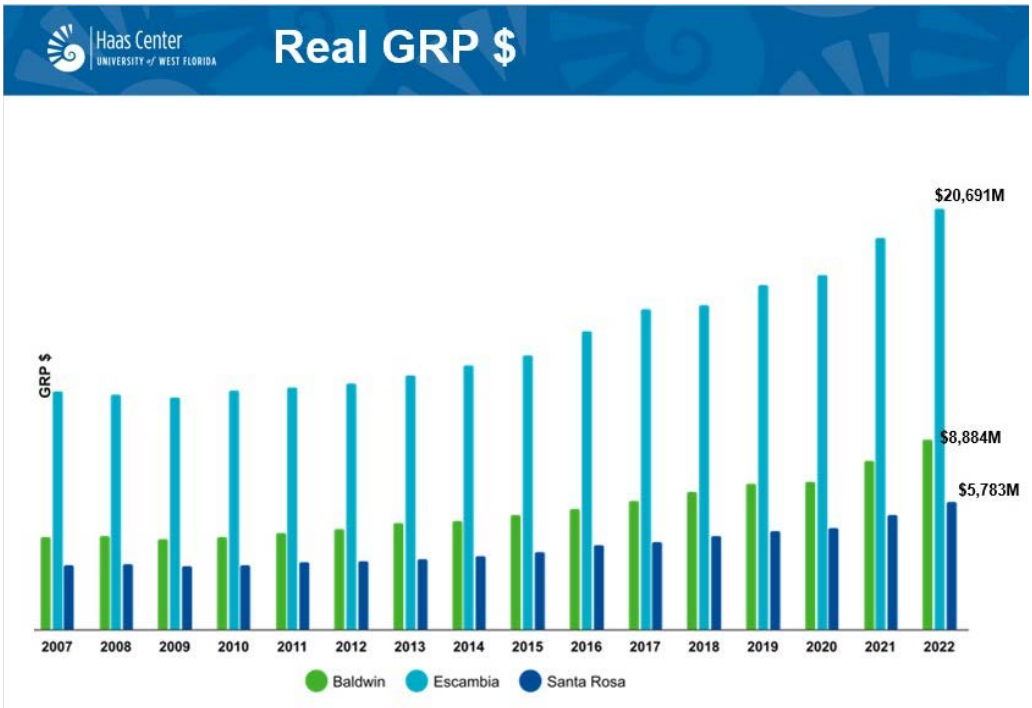


Data Source: Demographics Now Business List - Accommodations

Figure 12: Real Gross Regional Product (GRP)

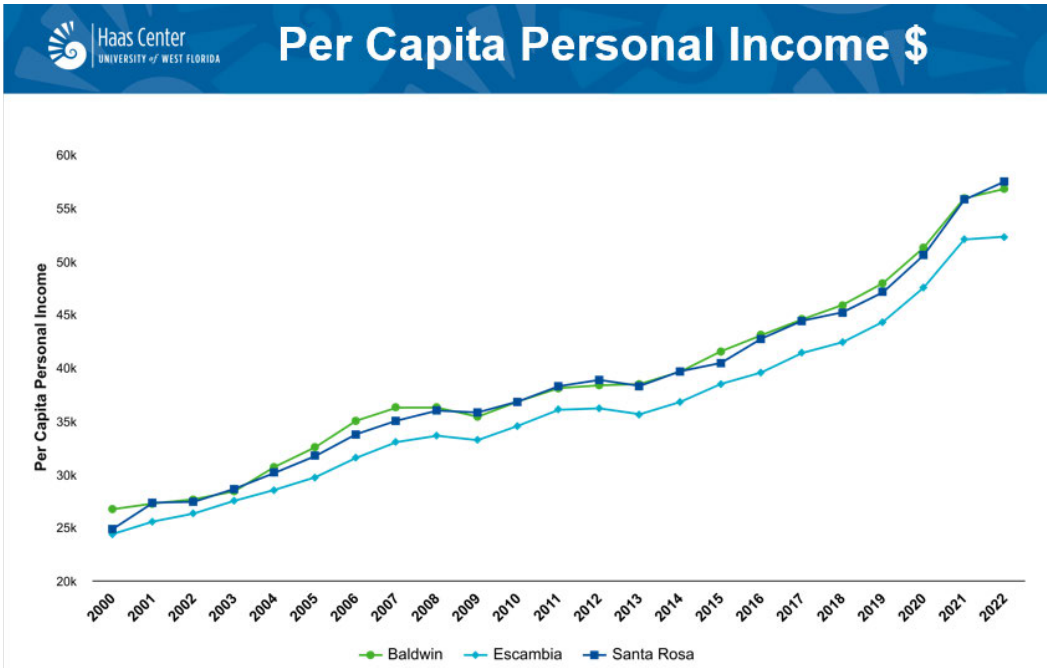


Data Source: Lightcast GRP by Industry (All 2-digit NAICS)

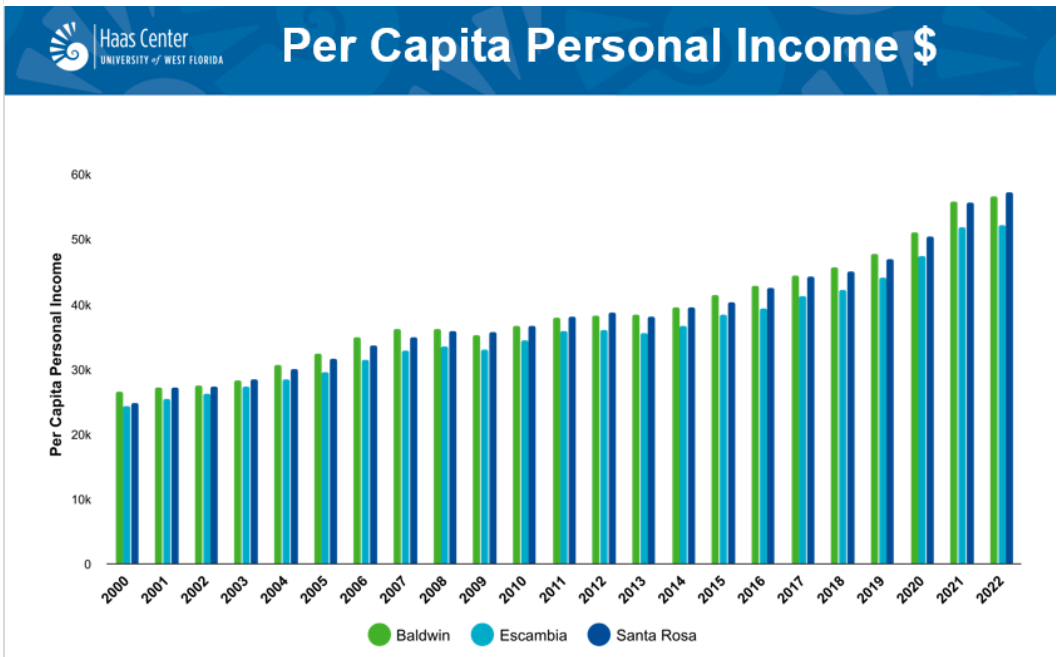


Data Source: Lightcast GRP by Industry (All 2-digit NAICS)

Figure 13: Per Capita Personal Income

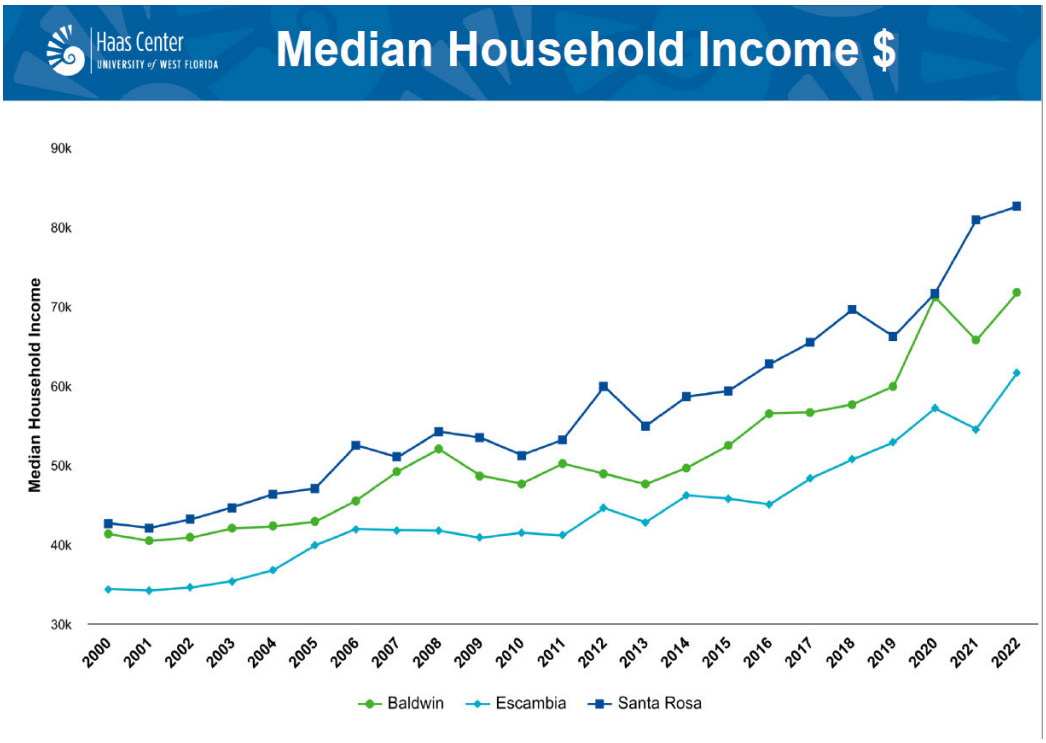


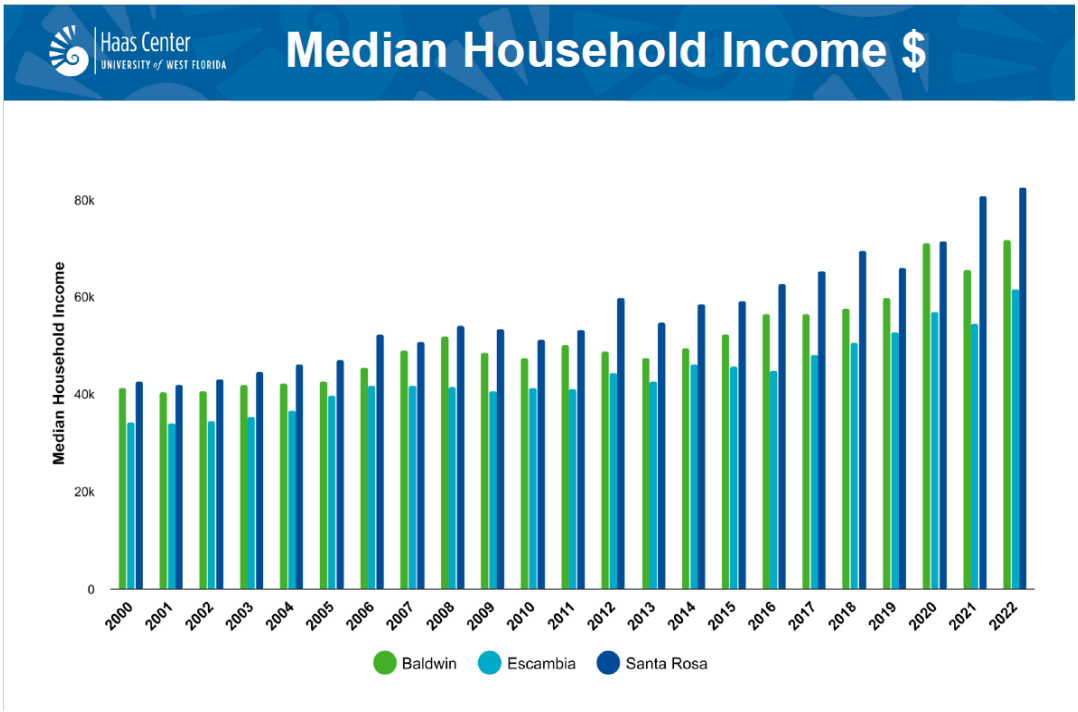
Data Source: FRED Per Capita Personal Income



Data Source: FRED Per Capita Personal Income

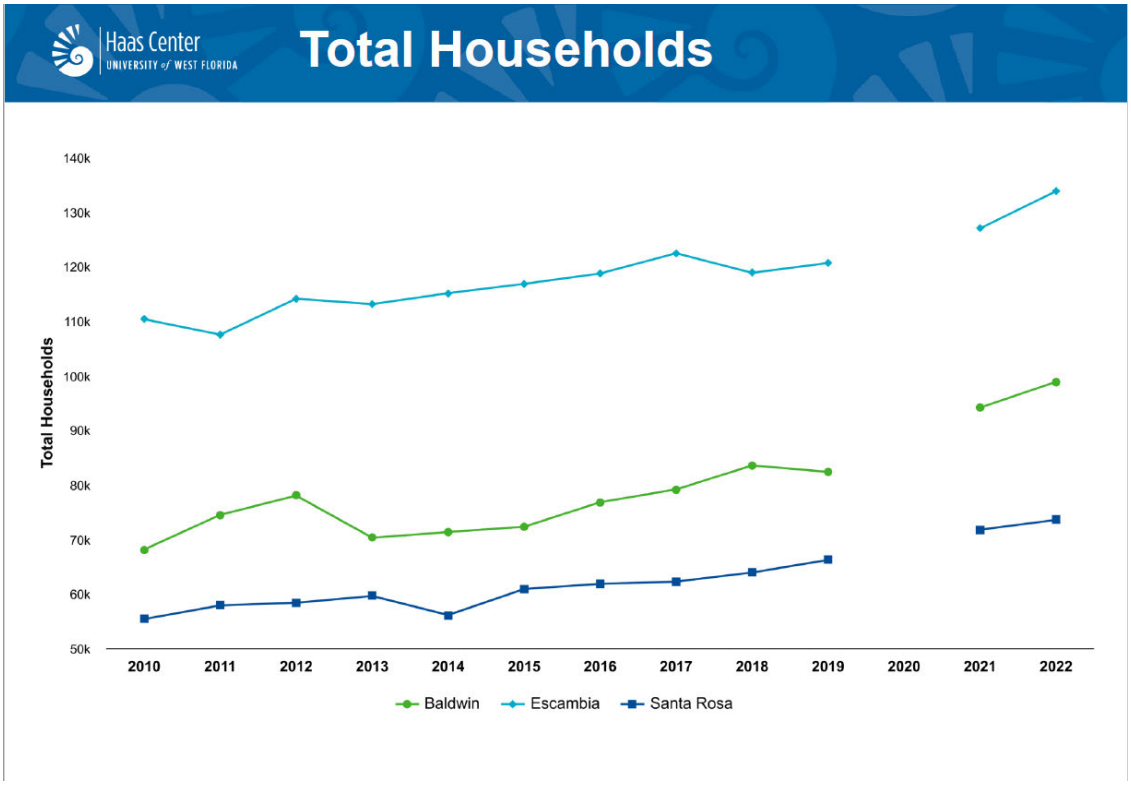
Figure 14: Median Household Income

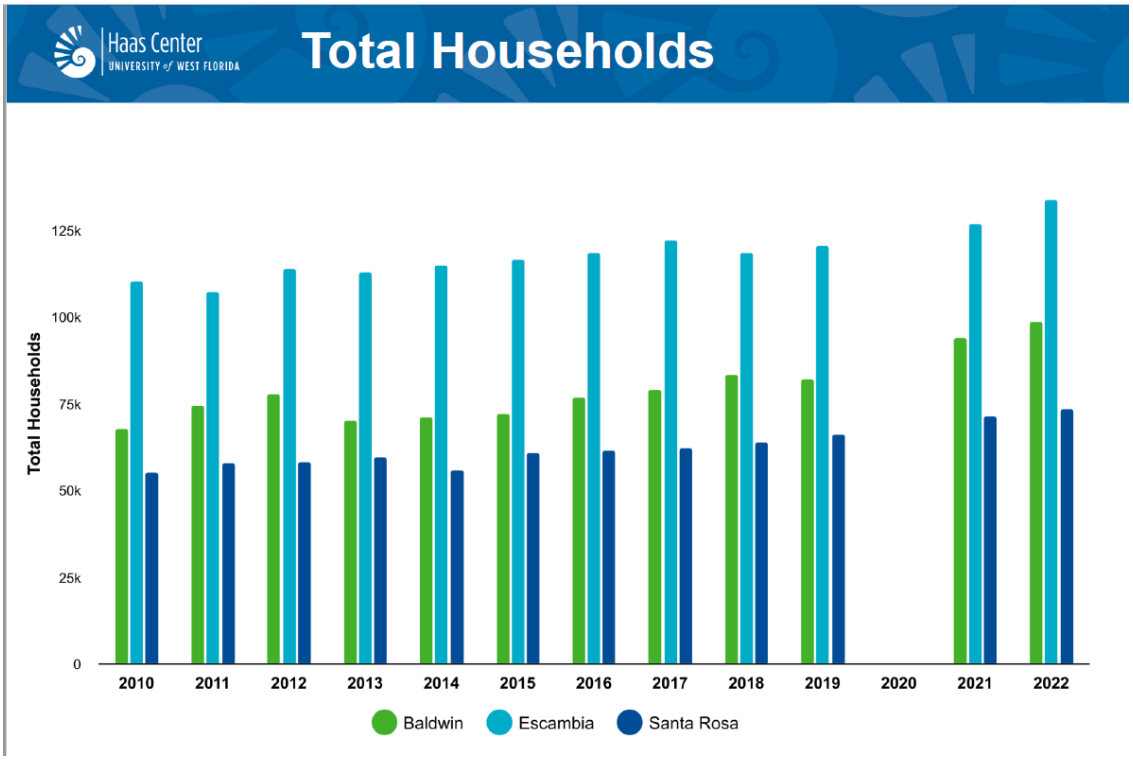




Data Source: FRED Estimate of Median Household Income

Figure 15: Households





Data Source: U.S Census Bureau ACS 1-year, Table B08201

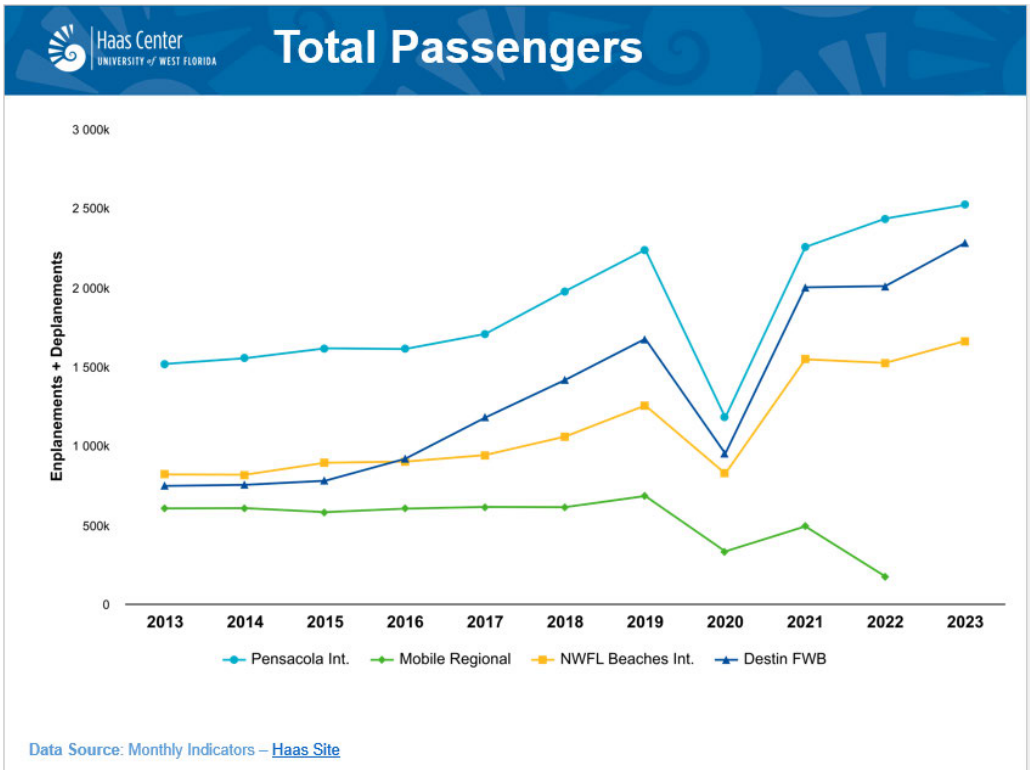
Figure 16: Single-Family Housing Permits



Escambia	2017	2018	2019	2020	2021	2022	2023
January		142	126	136	127	150	138
February	60	126	93	143	145	159	132
March	95	123	98	197	168	187	103
April	83	141	132	132	146	148	69
May	69	110	125	166	127	177	122
June	93	129	98	163	196	124	162
July	68	114	106	162	145	127	177
August	94	137	181	213	141	168	130
September	79	104	132	124	187	160	173
October	59	100	126	131	104	111	69
November	87	102	86	109	94	77	56
December	64	81	81	178	138	118	137
	851	**1,409**	**1,384**	**1,854**	**1,718**	**1,706**	**1,468**
Santa Rosa	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**
January		104	105	169	153	84	144
February	90	129	96	193	78	112	132
March	166	155	184	331	190	100	143
April	121	152	157	237	304	180	92
May	110	125	125	237	214	53	139
June	109	144	99	156	152	52	92
July	110	121	104	143	297	184	116
August	162	112	96	174	130	124	201
September	101	118	115	146	92	98	139
October	199	157	199	208	162	85	238
November	87	75	125	101	47	100	124
December	107	115	137	152	170	130	111
	1,362	**1,507**	**1,542**	**2,247**	**1,989**	**1,302**	**1,671**

Data Source: Metro Market Trends/Monthly Indicators – UWF Haas Center

Figure 17: Airport Passengers



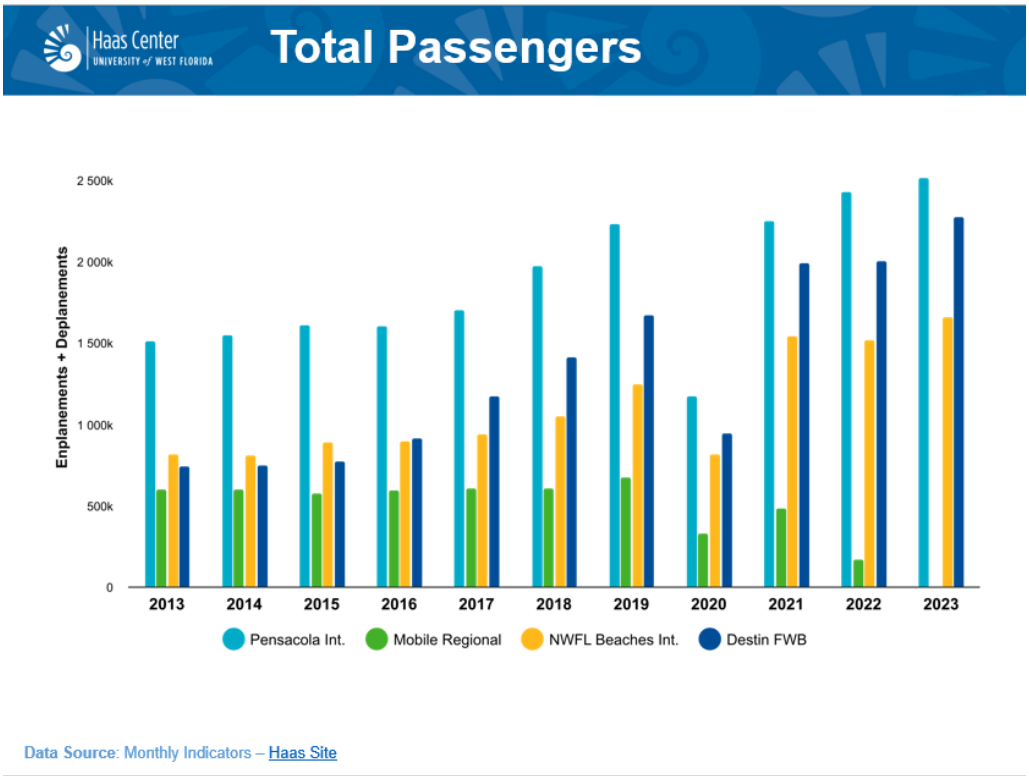
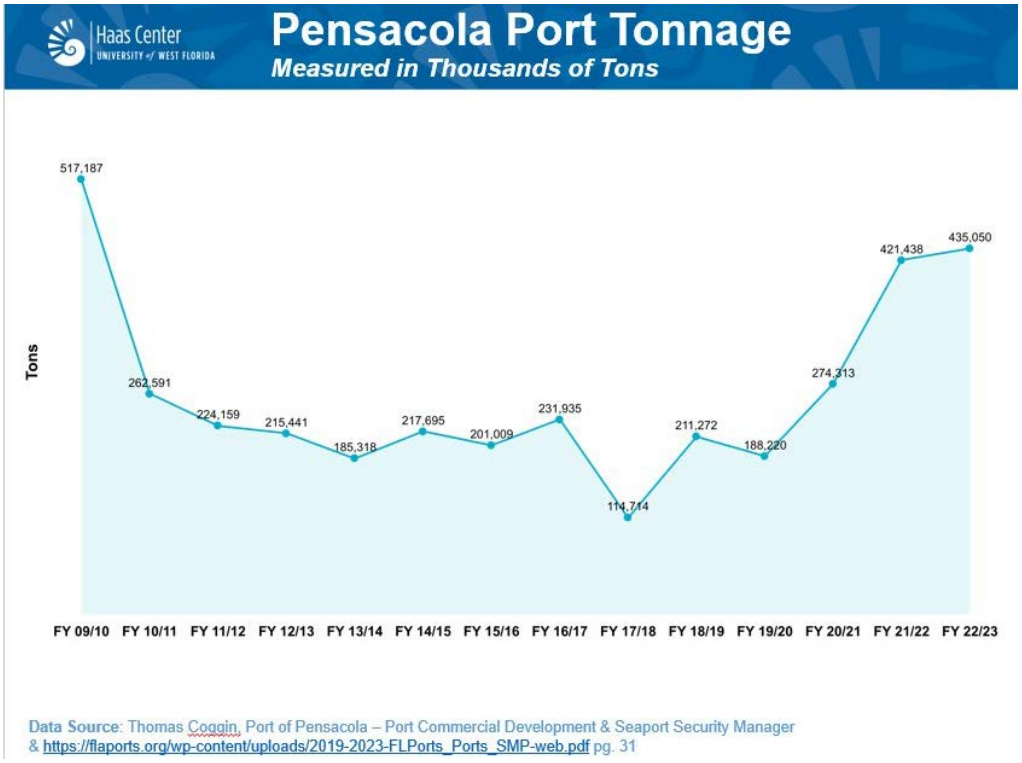
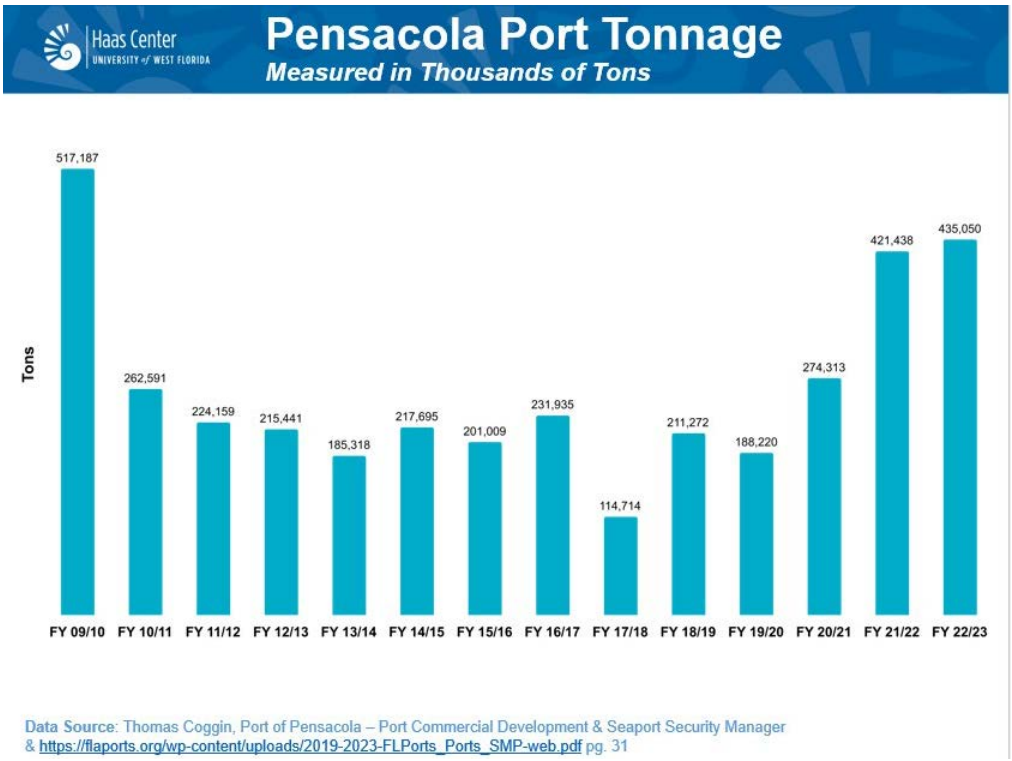


Figure 18: Port Tonnage





The Port of Pensacola has been part of the City of Pensacola's culture and community since the first commercial dock was built in 1784. Pensacola's new strategy maintains the port's core assets for cargo and trade activity while allowing space for blue economy sectors, such as aquaculture, marine technology and biology, and ocean industry career training. It also allocates a portion of the port for civic uses — such as harbor cruises, water taxis, and coming soon, court sports like Pickle Ball. Pensacola Bay Oyster Company opened an oyster nursery, becoming the port's first aquaculture customer; and, on the cargo front, the port continues to play a critical role supporting the local GE Wind Energy manufacturing facility and wind farm projects across the United States by handling a record number of wind energy components and fully assembled wind energy generation turbines.

Data Source: https://flaports.org/ports/port-of-pensacola/

Figure 19: Freight Infrastructure (Escambia)

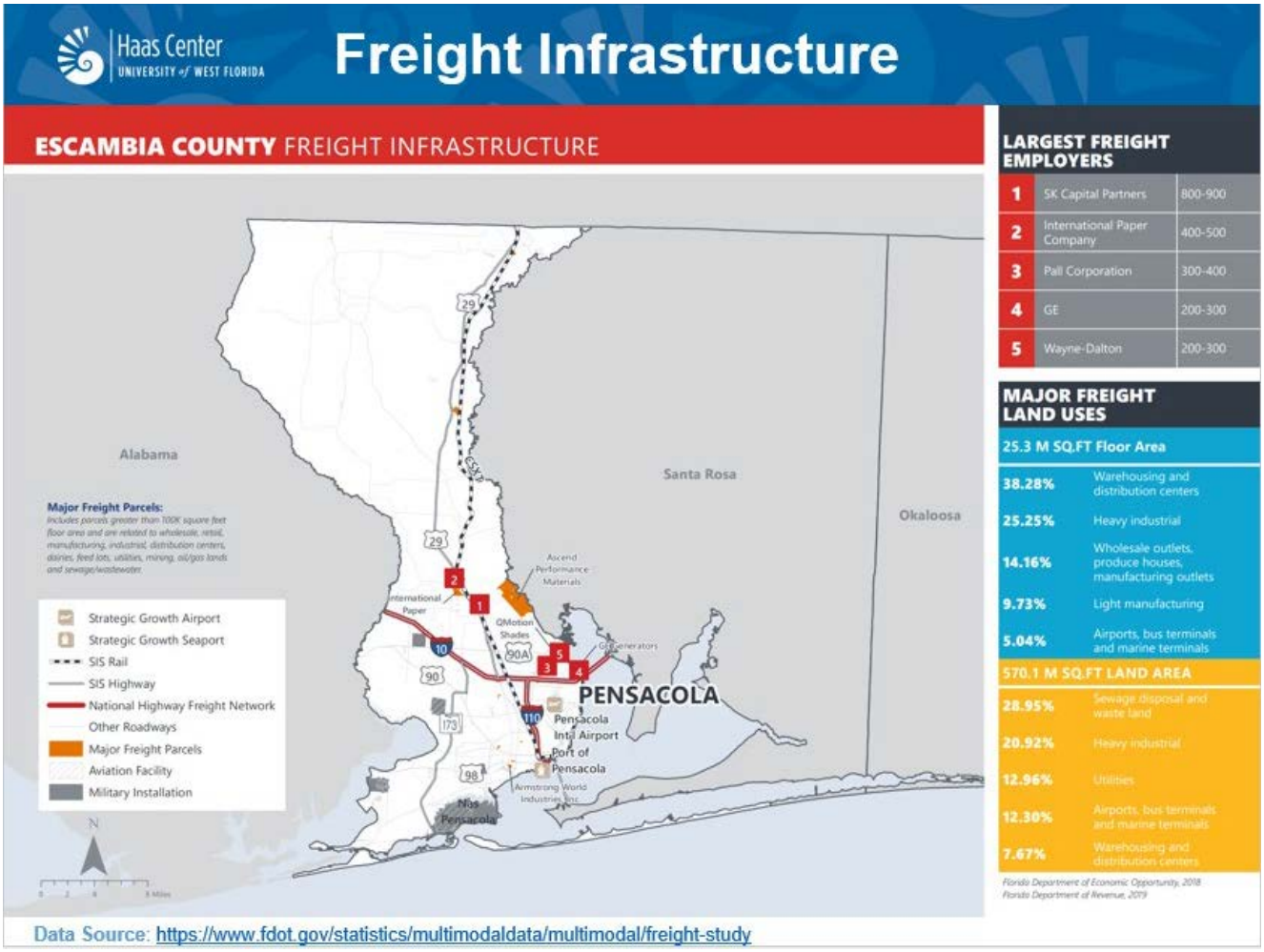


Figure 19: Freight Infrastructure (Santa Rosa)

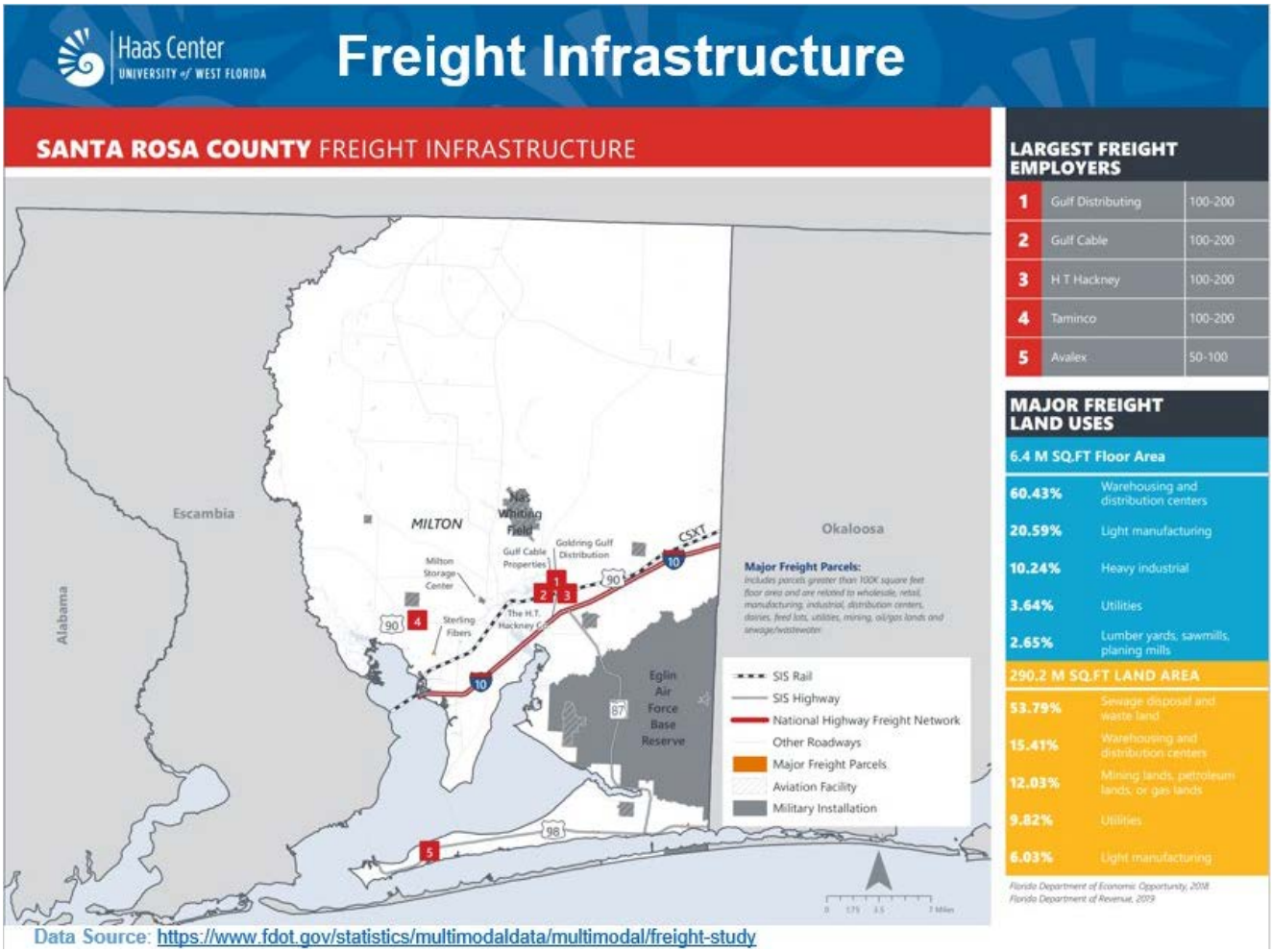


Figure 20: Truck Traffic to Industrial Parks

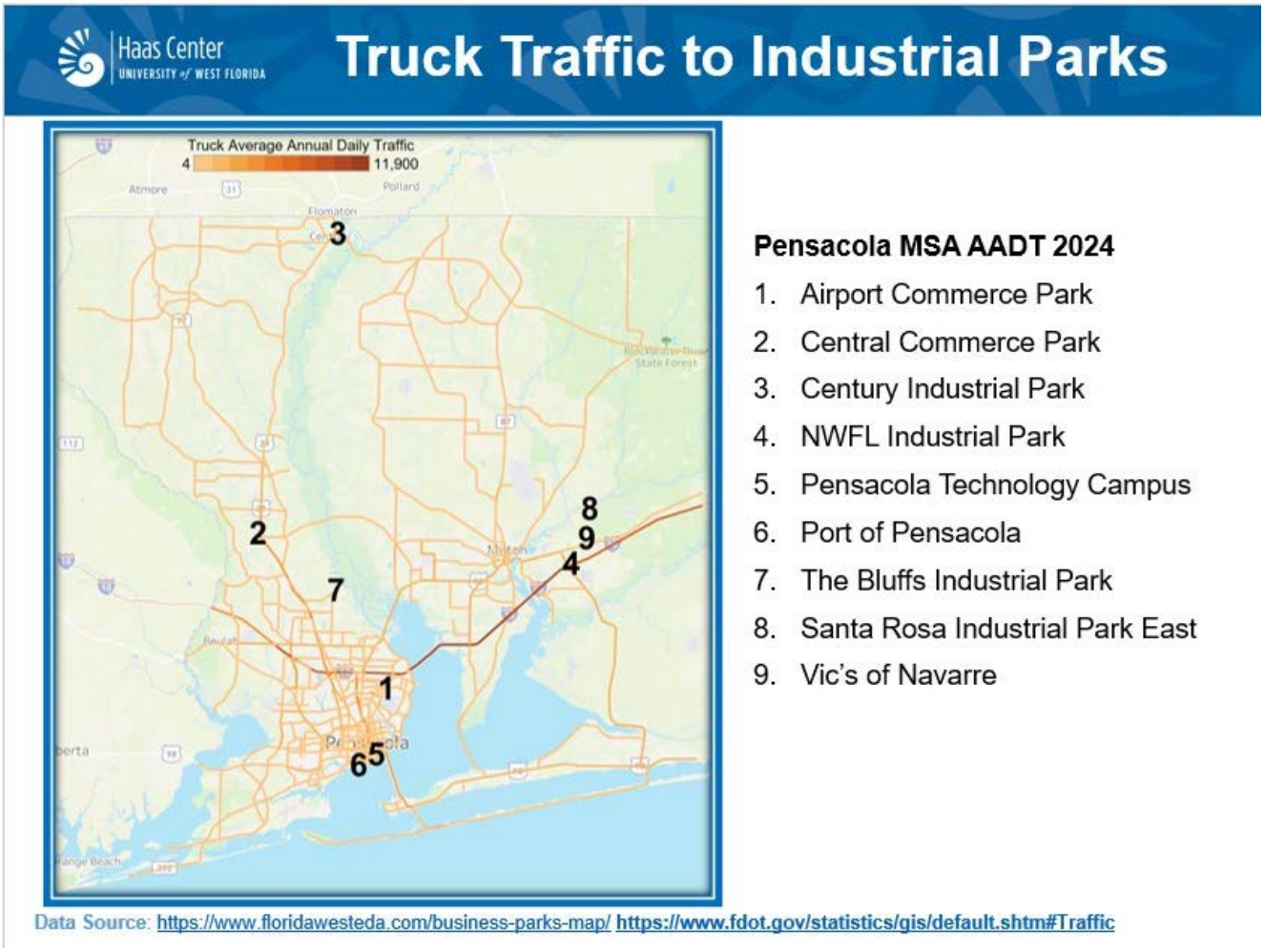
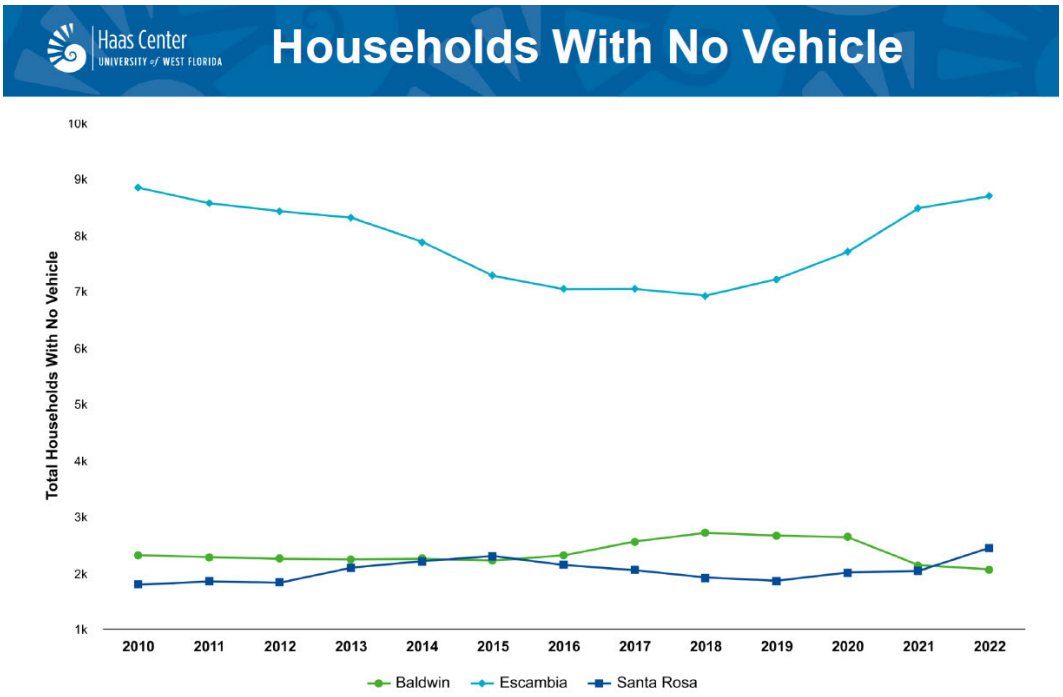
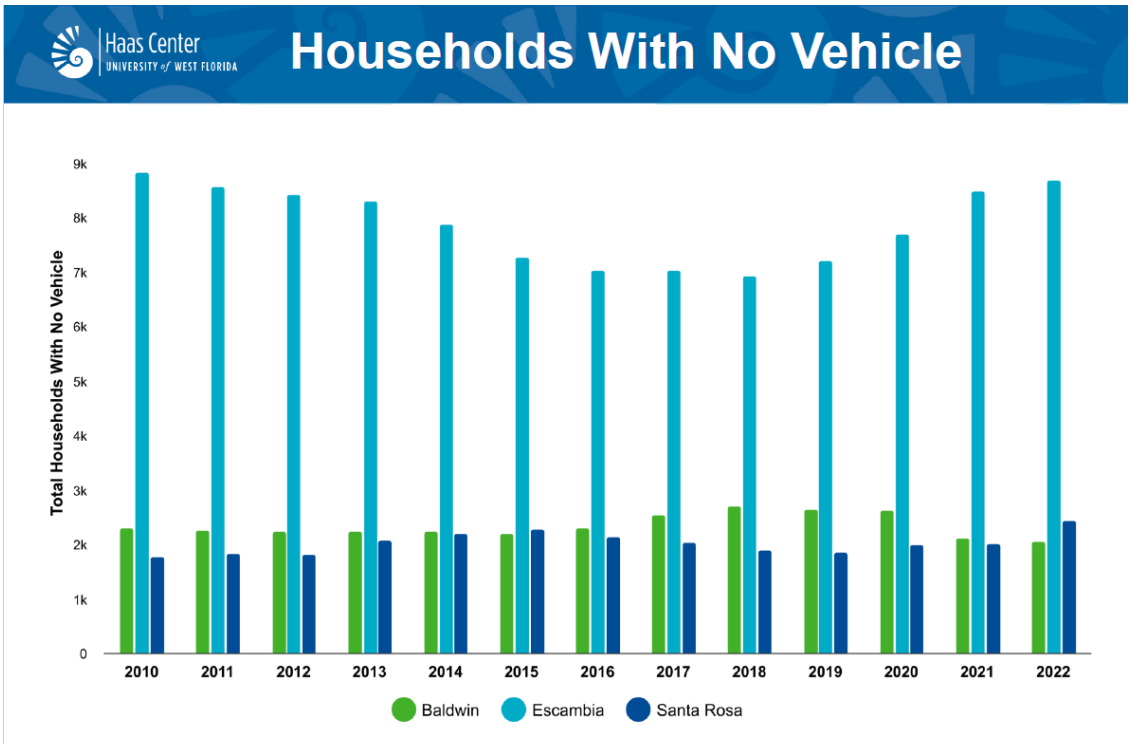


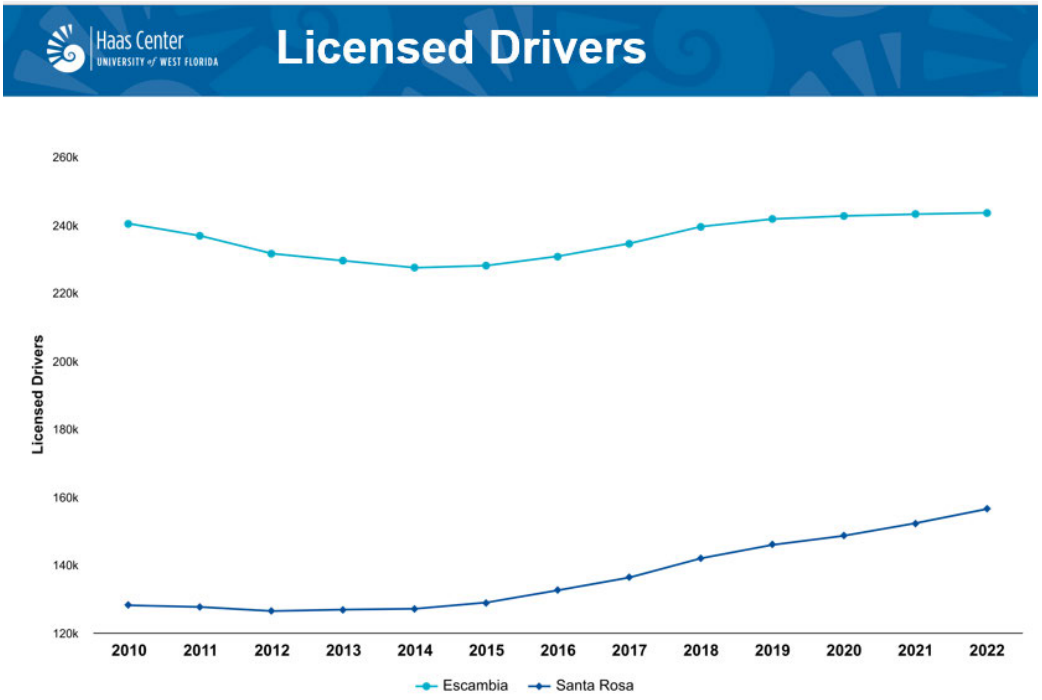
Figure 21: Households with no Vehicle



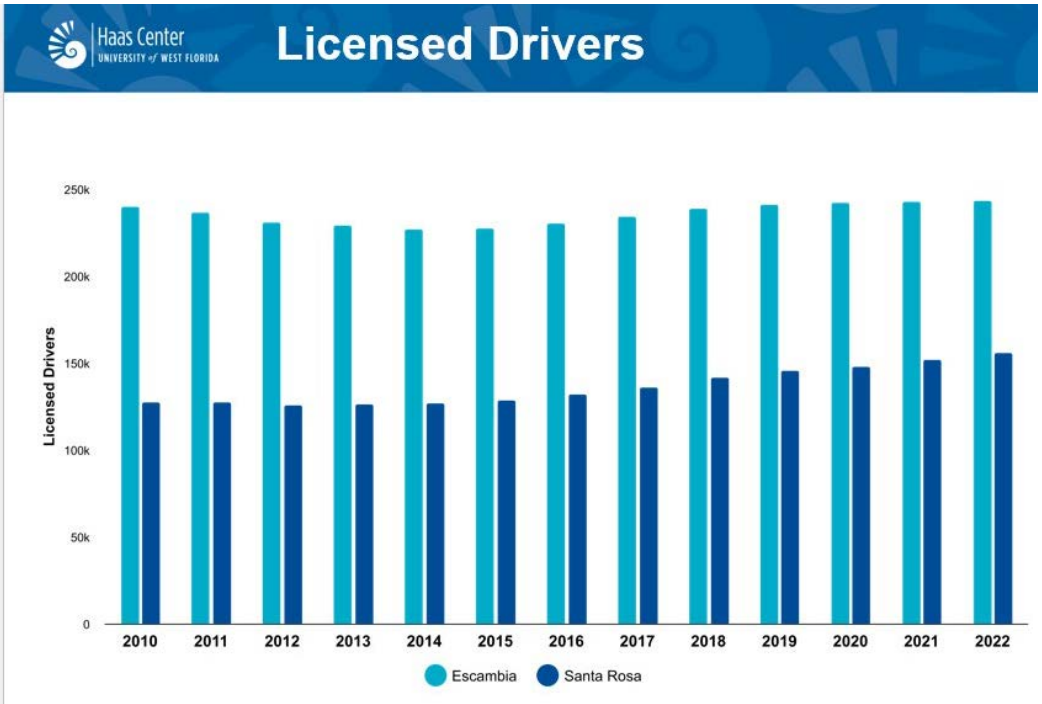


Data Source: U.S Census Bureau ACS **5-year**, Table B08201

Figure 22: Licensed Drivers

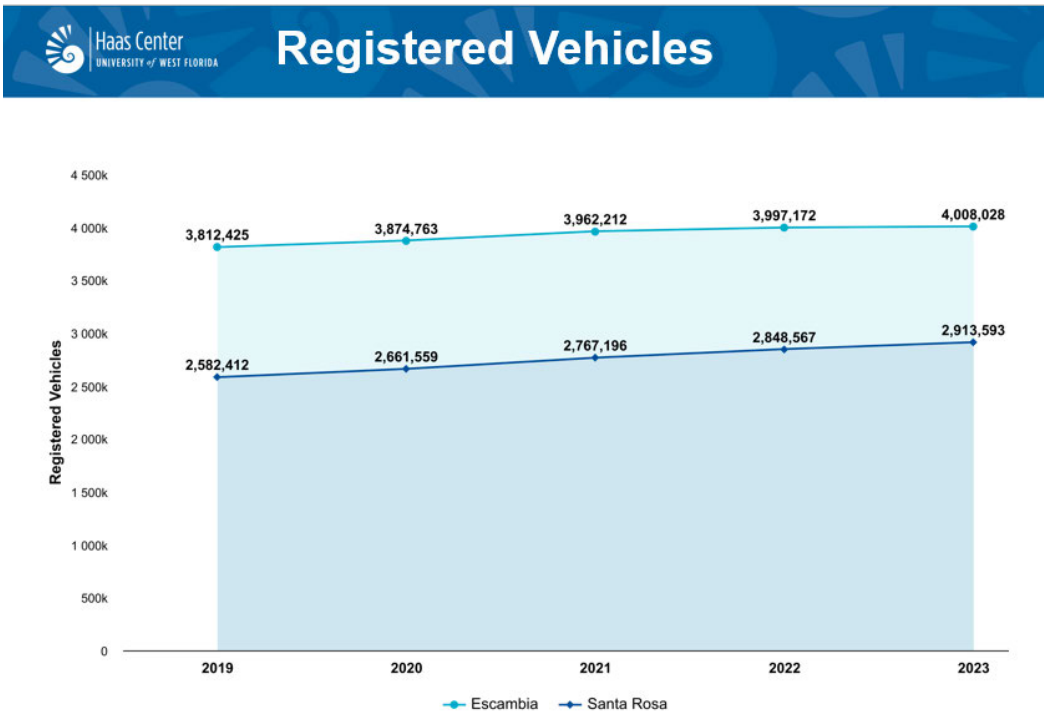


Data Source: FLHSMV Driver & Vehicle Report https://www.flhsmv.gov/resources/driver-and-vehicle-reports/

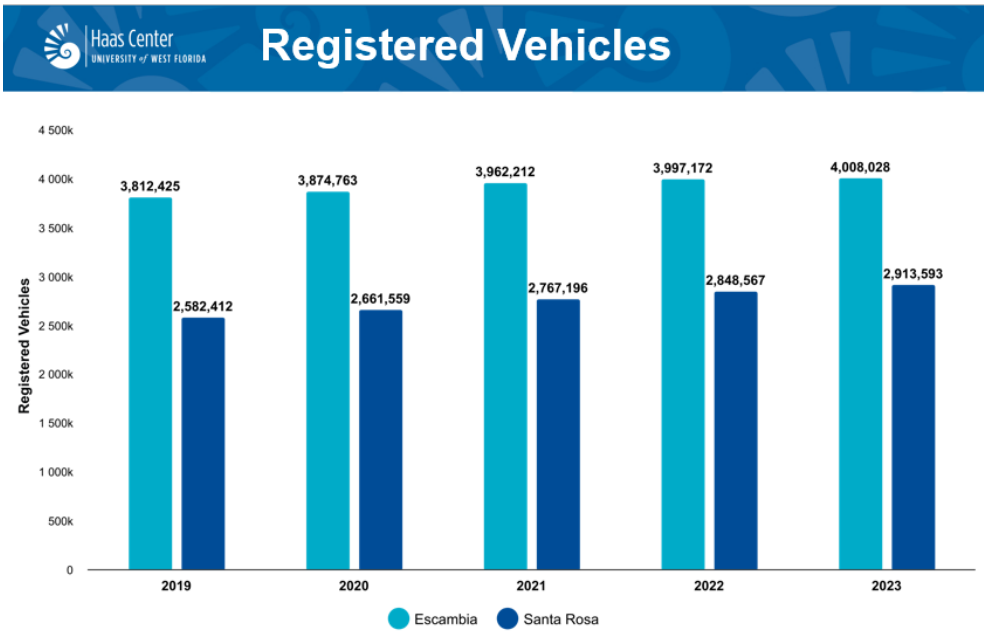


Data Source: FLHSMV Driver & Vehicle Report https://www.flhsmv.gov/resources/driver-and-vehicle-reports/

Figure 23: Registered Vehicles

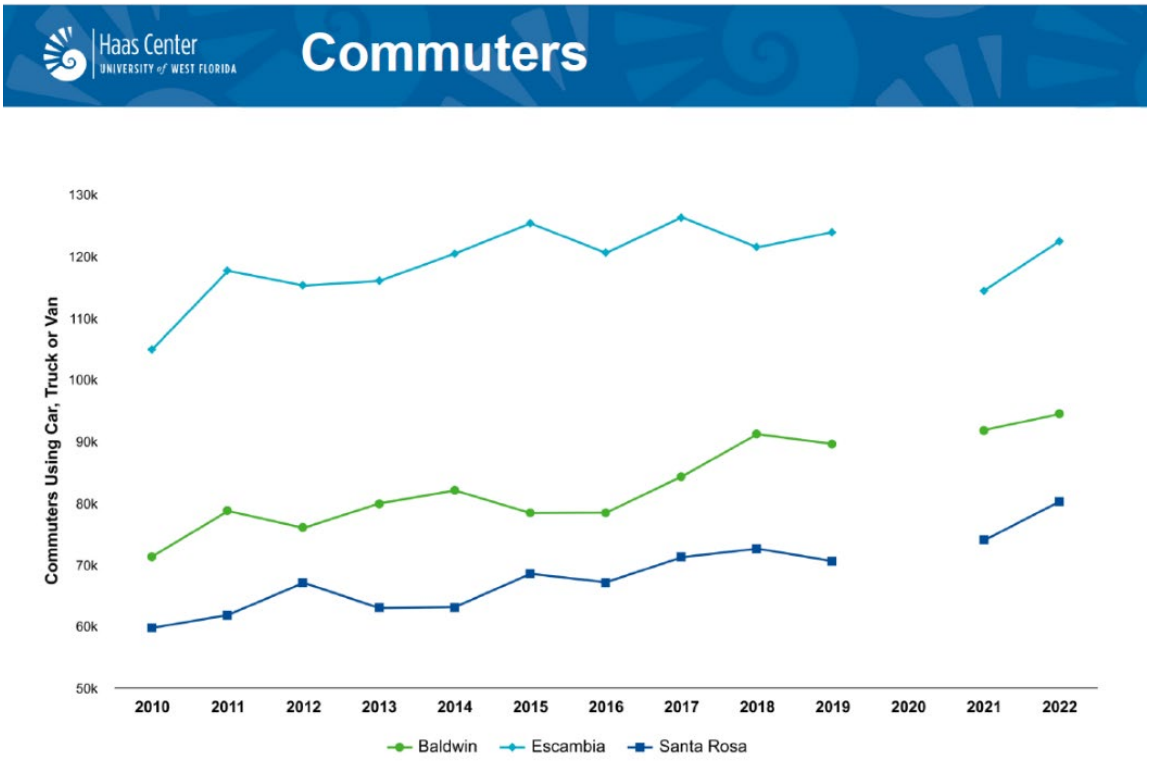


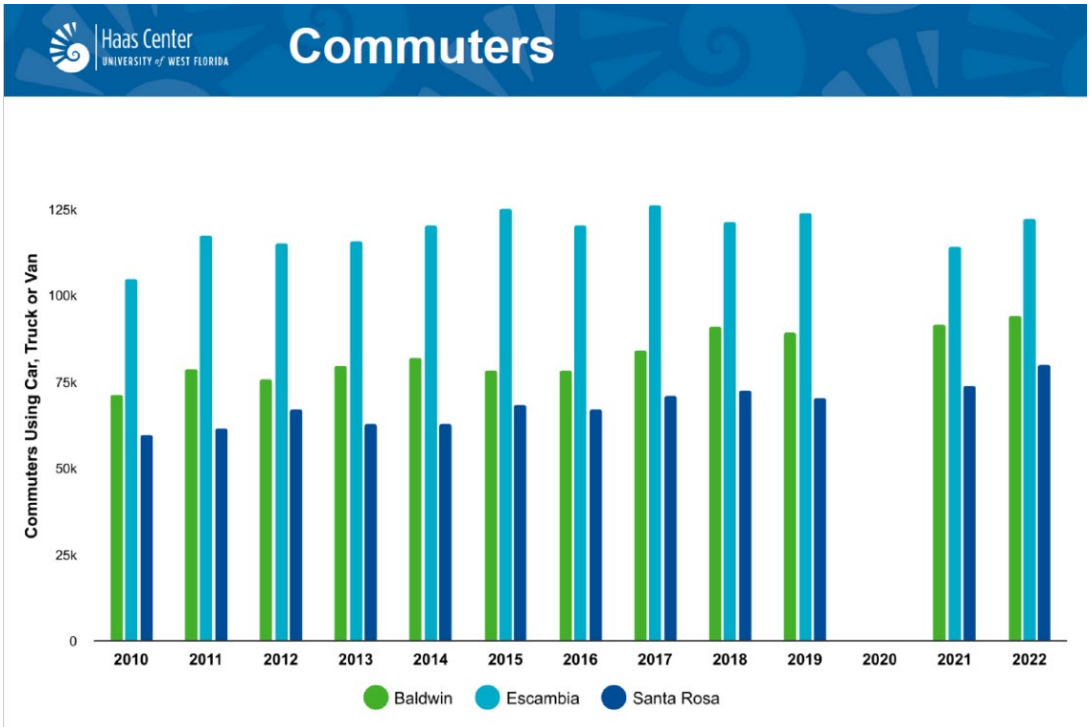
Data Source: https://www.flhsmv.gov/motor-vehicles-tags-titles/vessels/vessel-owner-statistics/



Data Source: https://www.flhsmv.gov/motor-vehicles-tags-titles/vessels/vessel-owner-statistics/

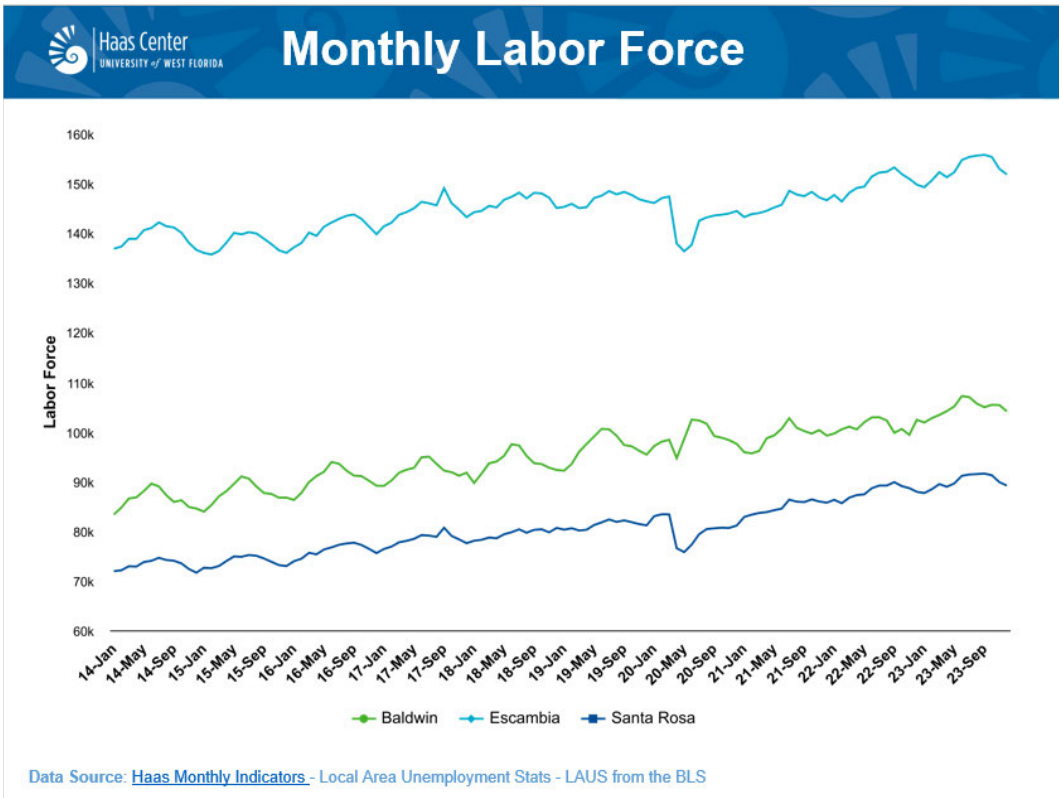
Figure 24: Commuters





Data Source: Table S0802 U.S Census Bureau ACS 1-year

Figure 25: Monthly Labor Force



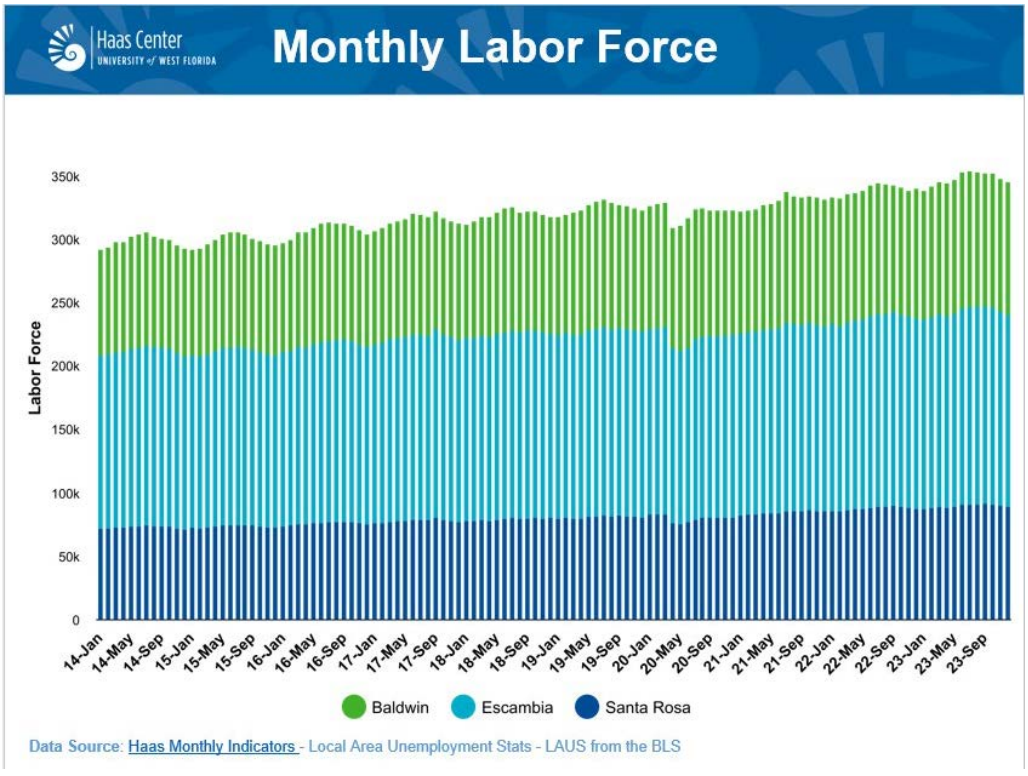
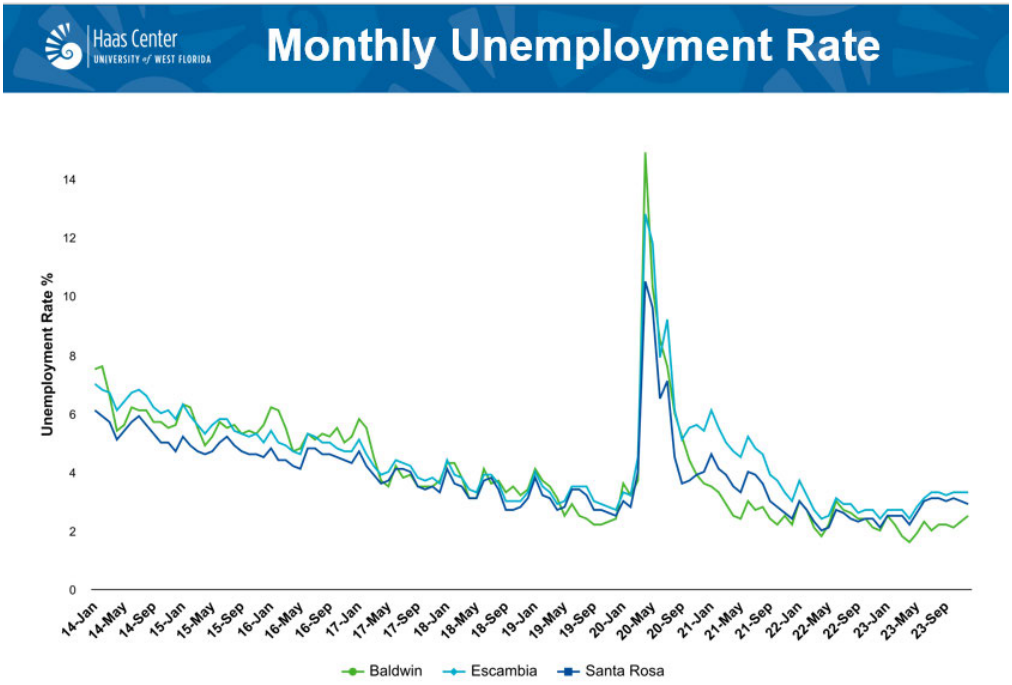
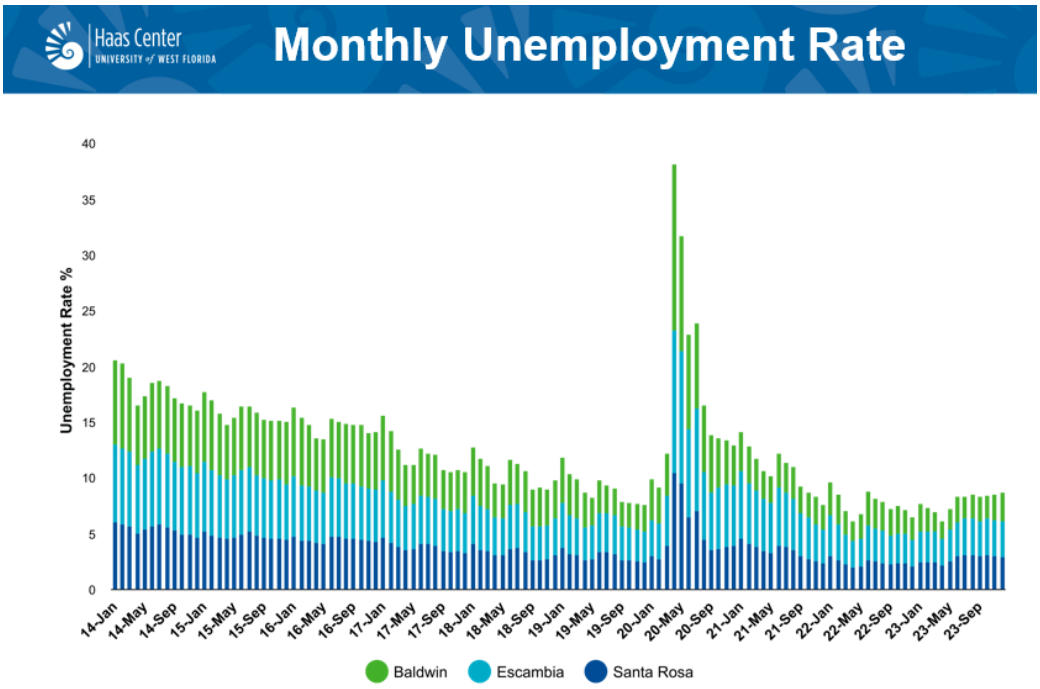


Figure 26: Monthly Unemployment Rate



Data Source: Haas Monthly Indicators Local Area Unemployment Stats - LAUS from the BLS



Data Source: Haas Monthly Indicators Local Area Unemployment Stats - LAUS from the BLS

Figure 27: Top 10 Employers

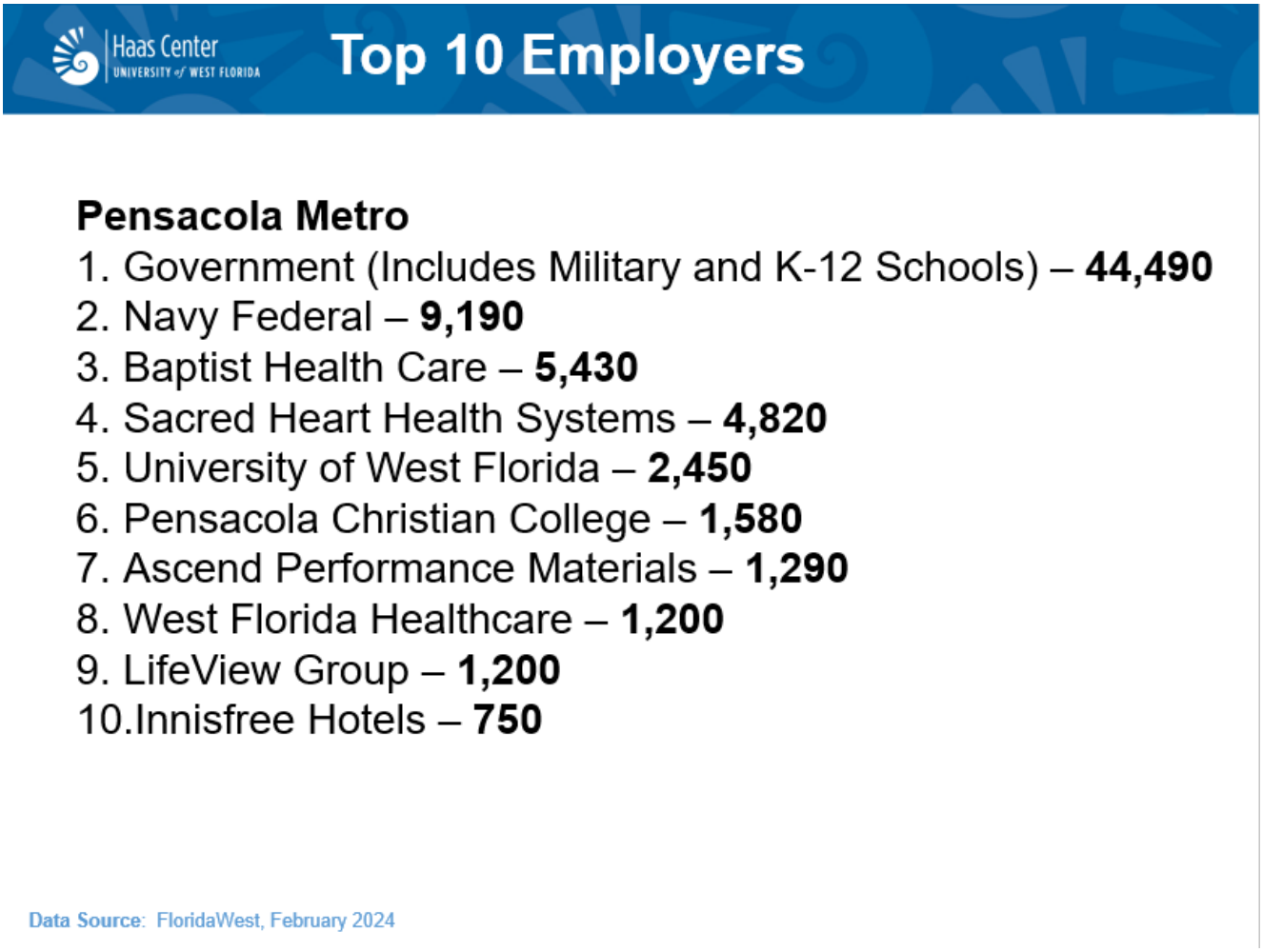
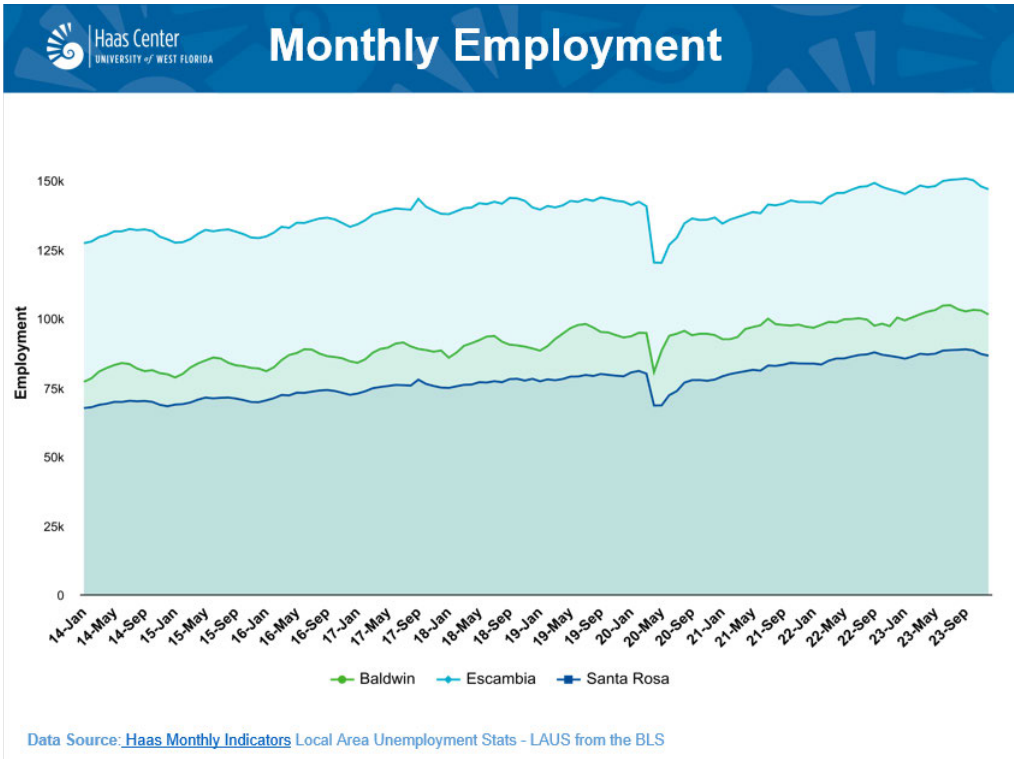


Figure 28: Monthly Employment



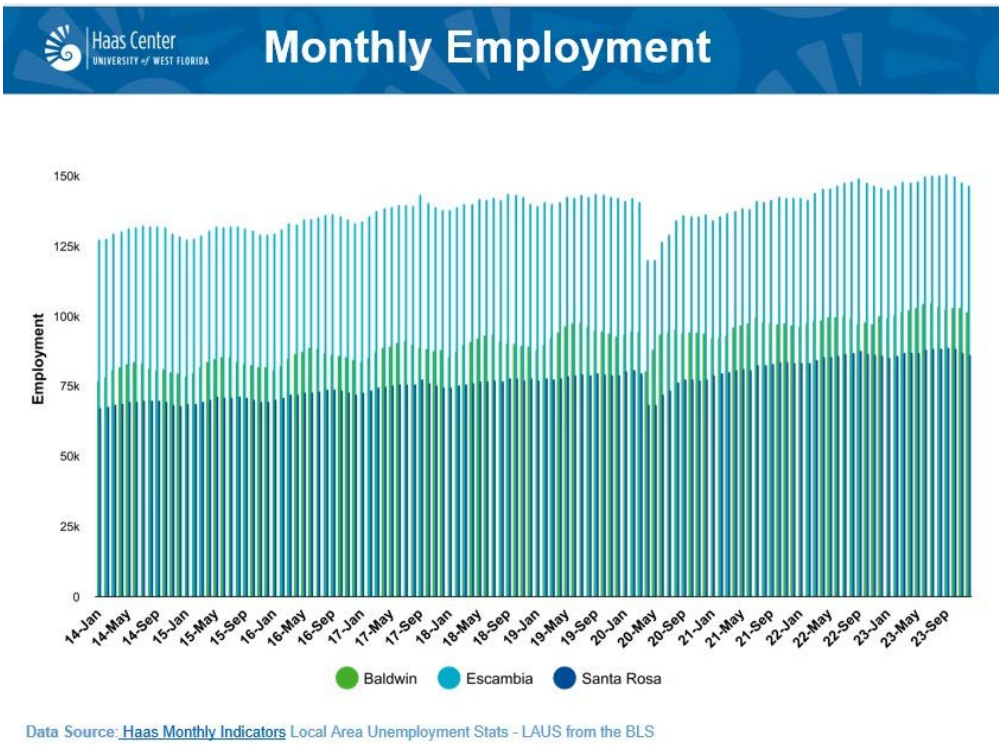
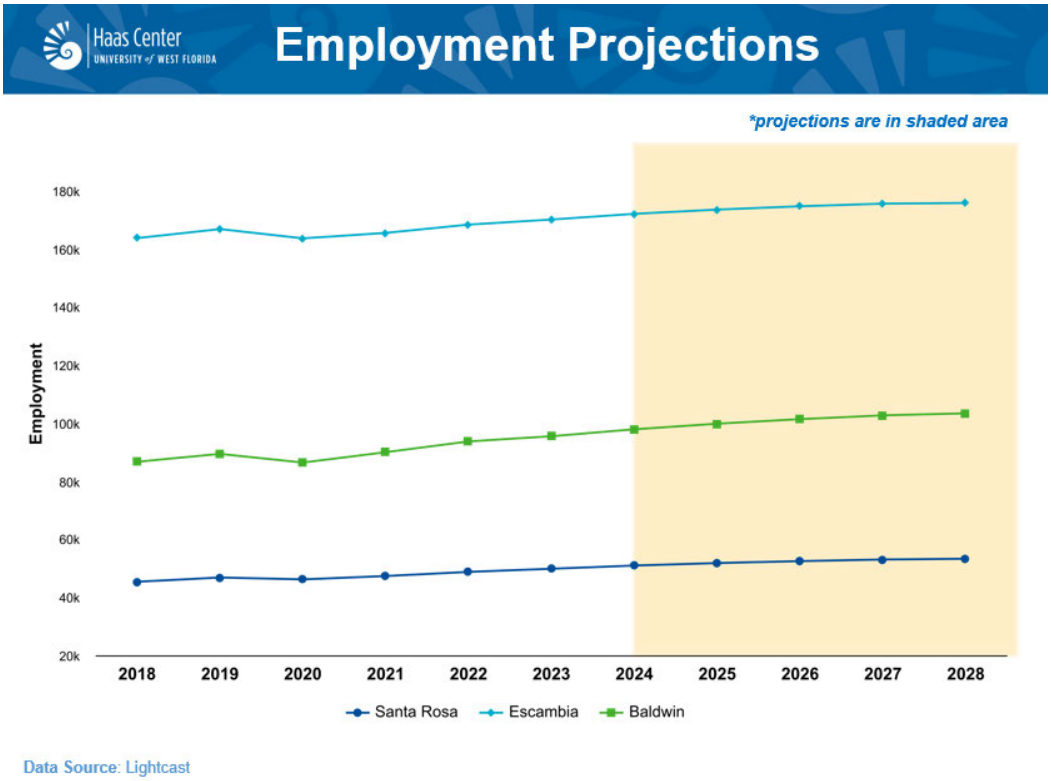


Figure 29: Employment Projection



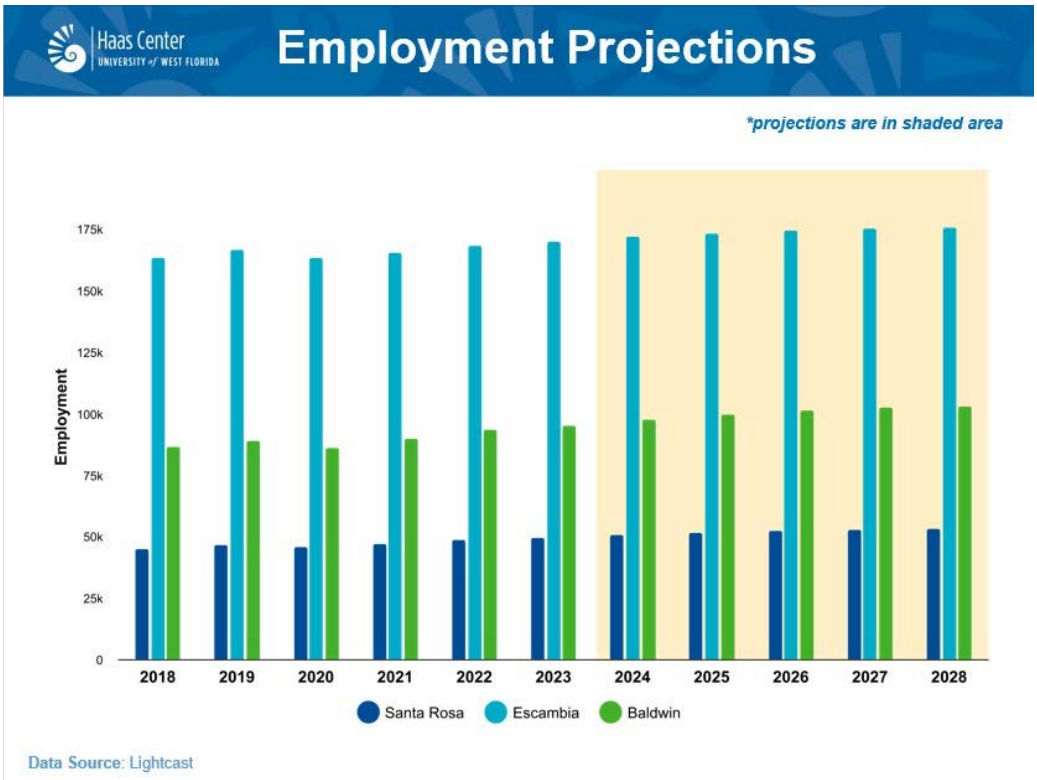
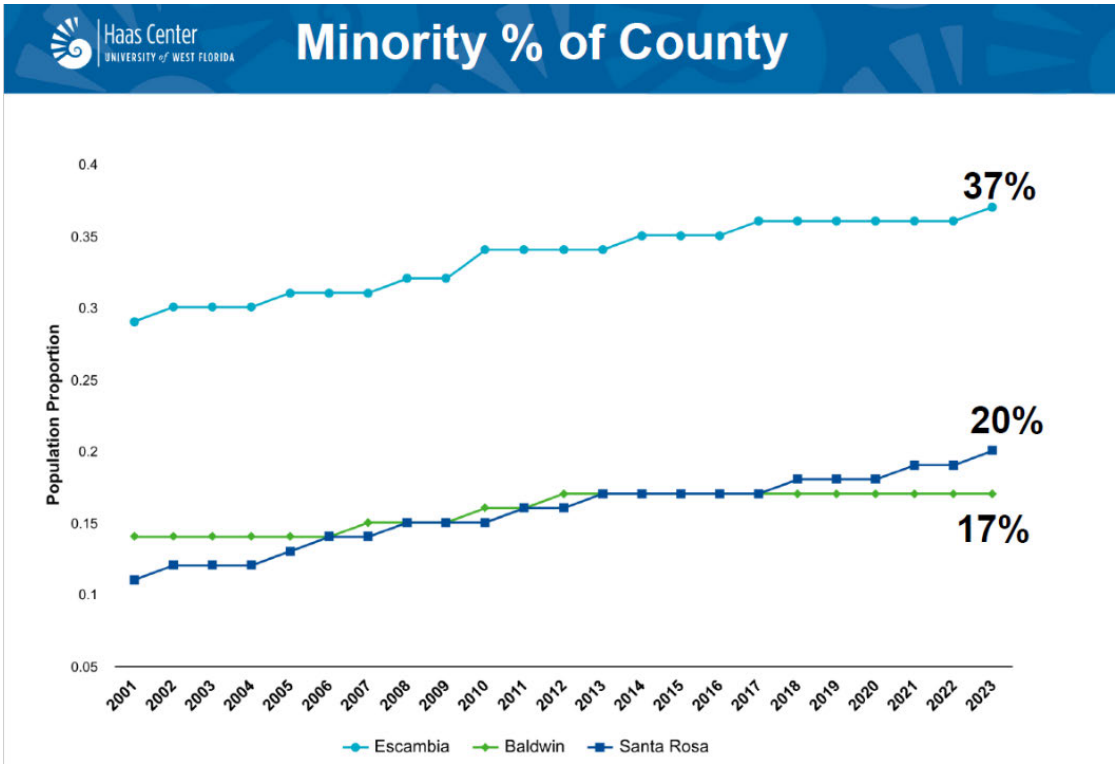
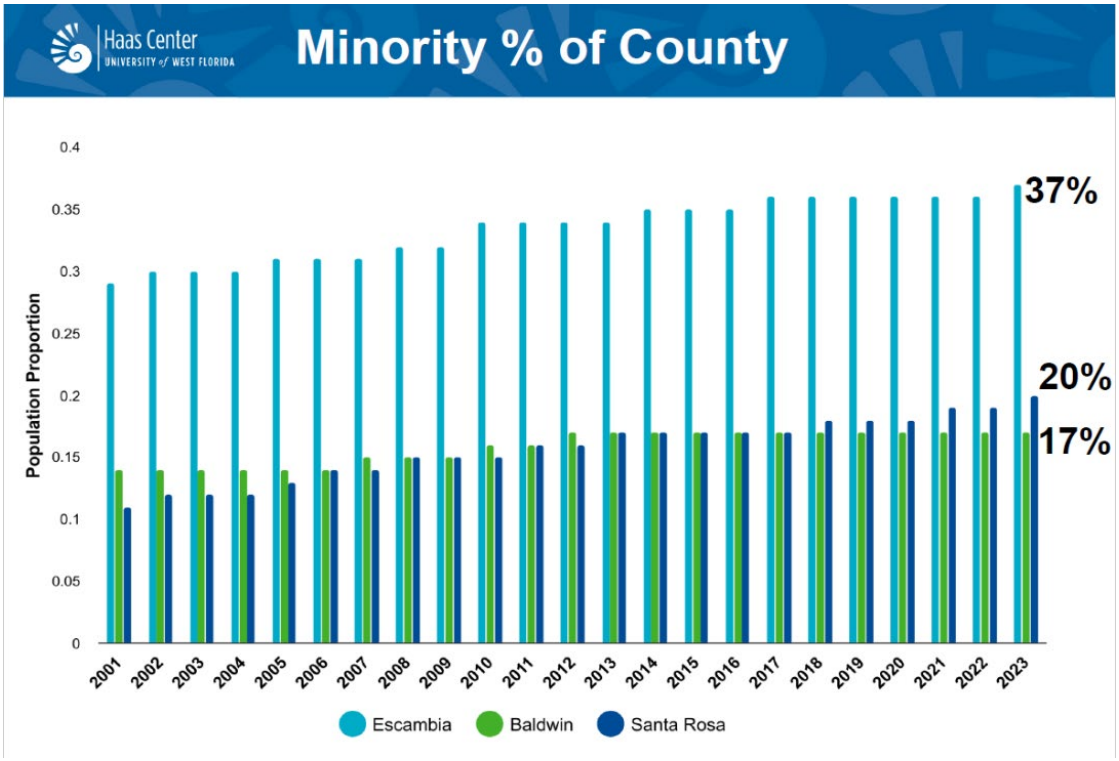


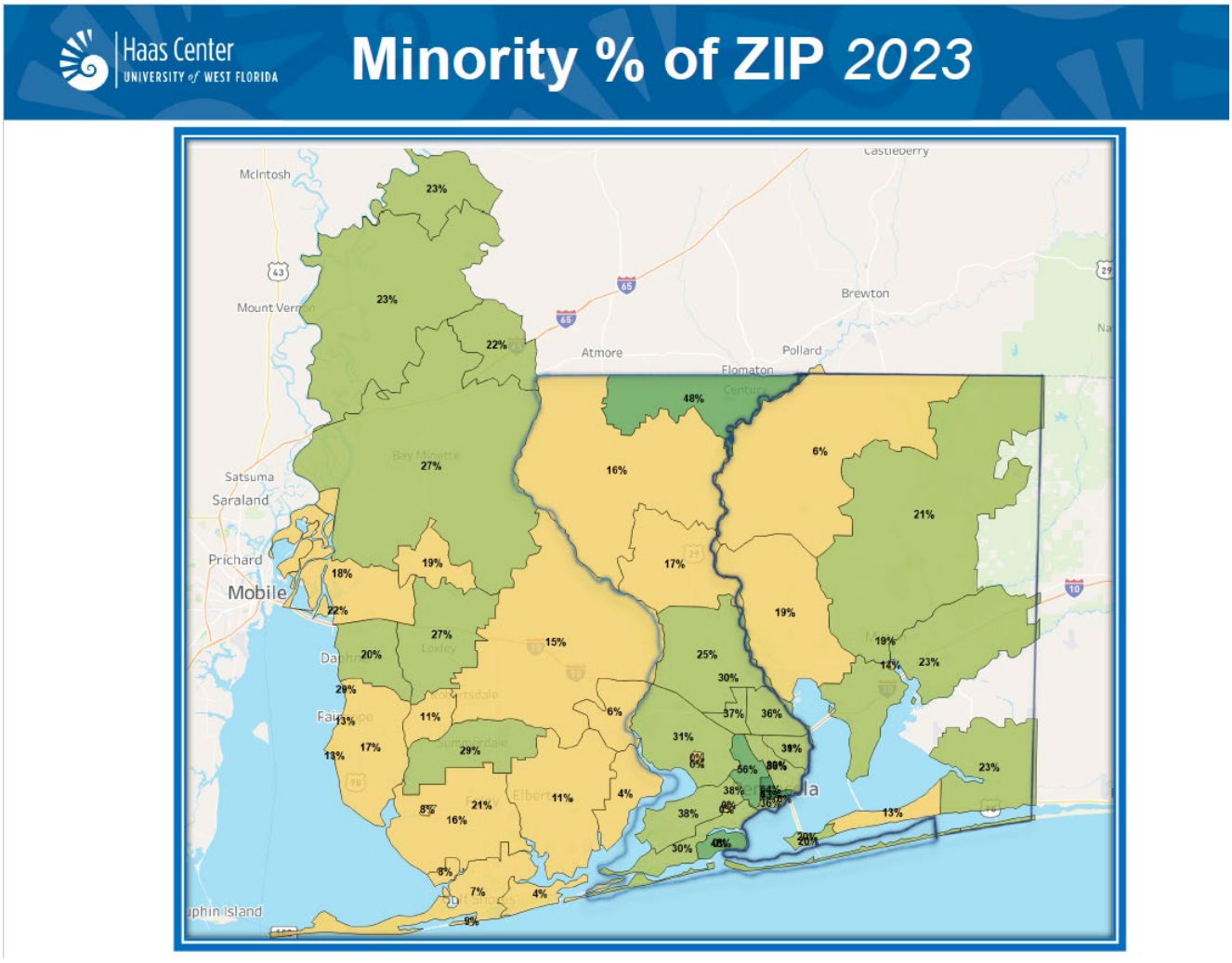
Figure 30: Minority Percentage





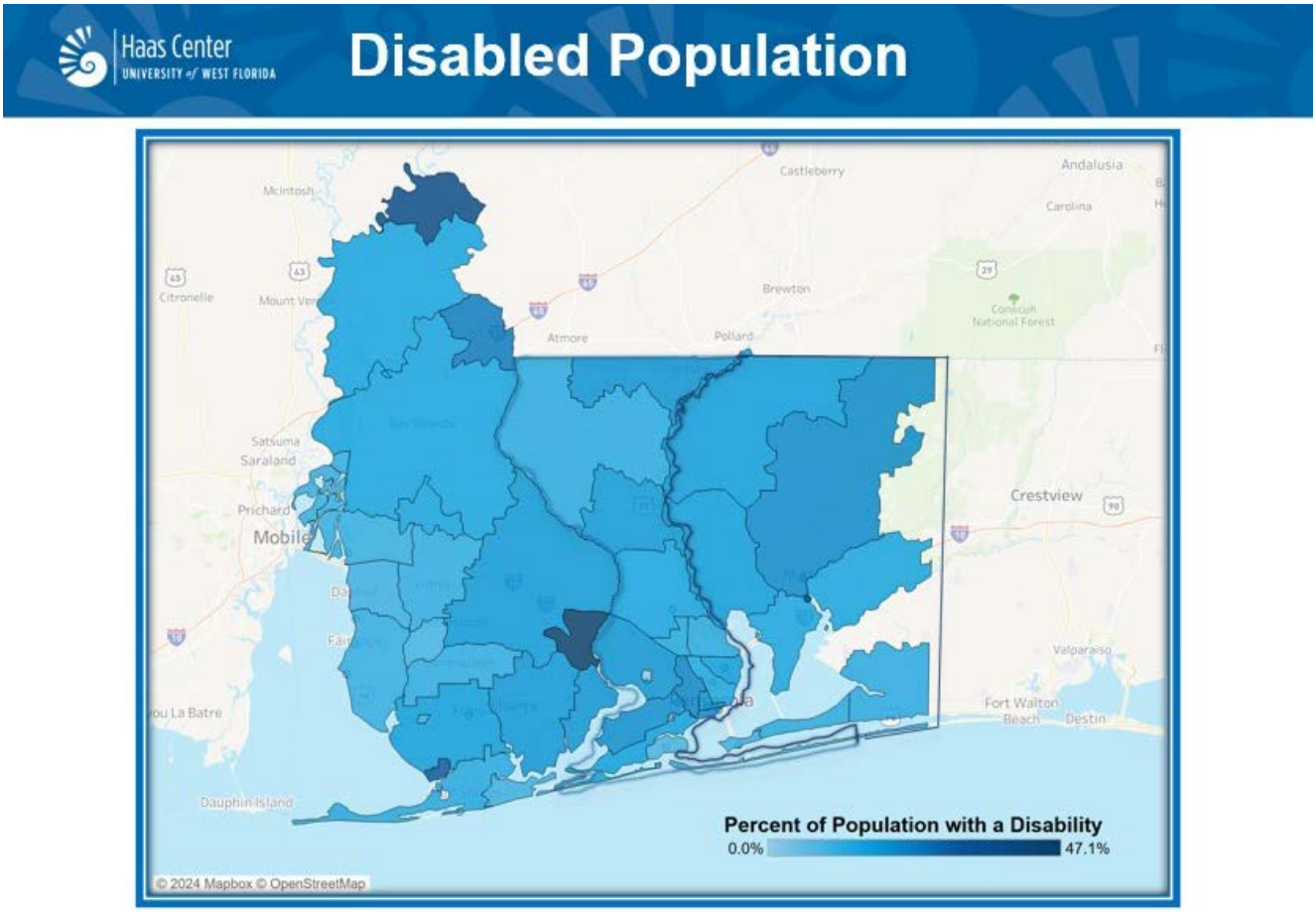
Data Source: 2023 percent of population that is non-white (white Hispanic included in this group) Lightcast Demographic Report

Figure 31: Minority Percentage of ZIP Code



Data Source: 2023 percent of population that is non-white (white Hispanic included in this group) Lightcast Demographic Report

Figure 32: Disabled Population



Data Source: *American Community Survey Data, 5-year estimates*

Figure 33: Poverty

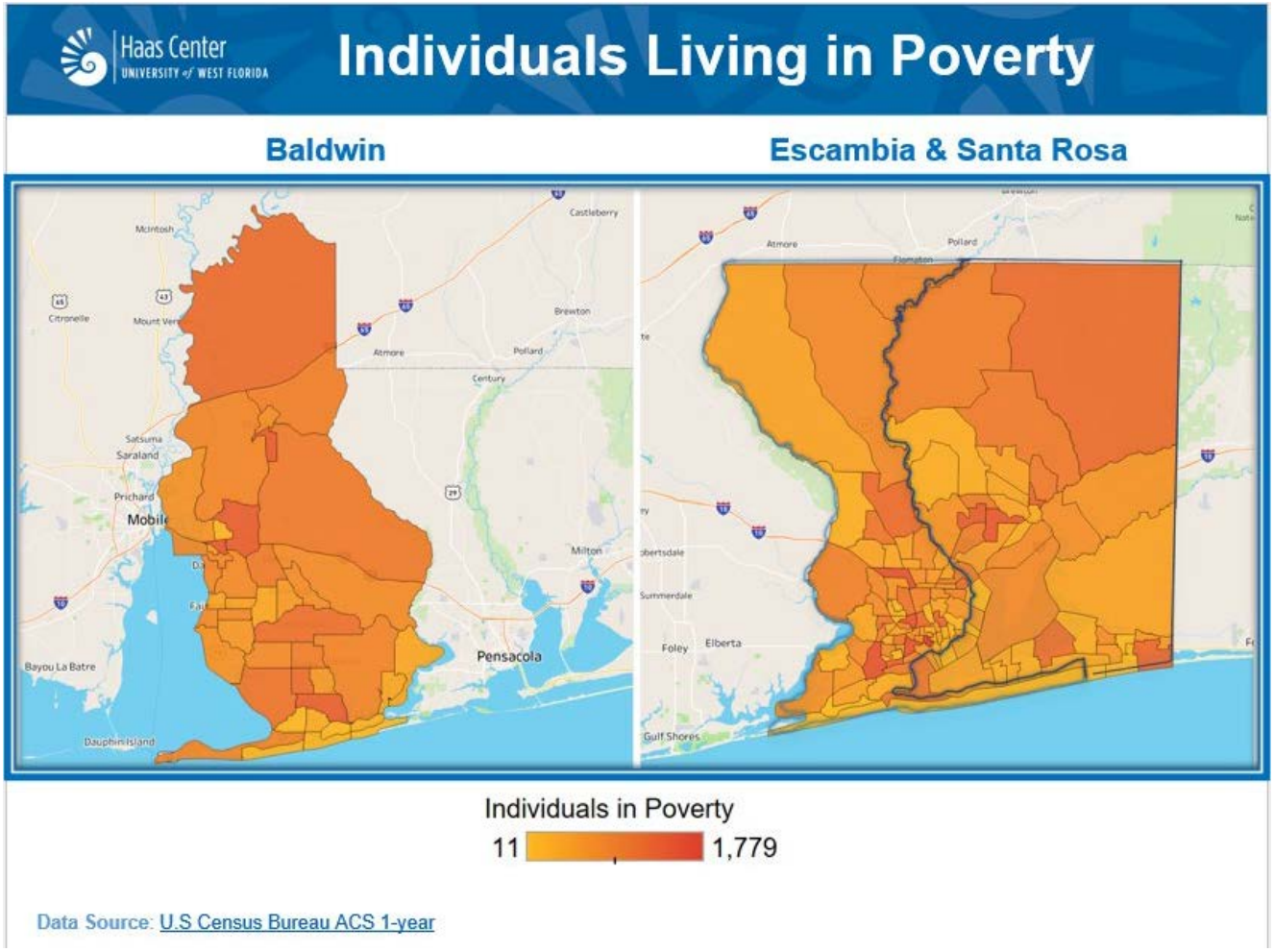
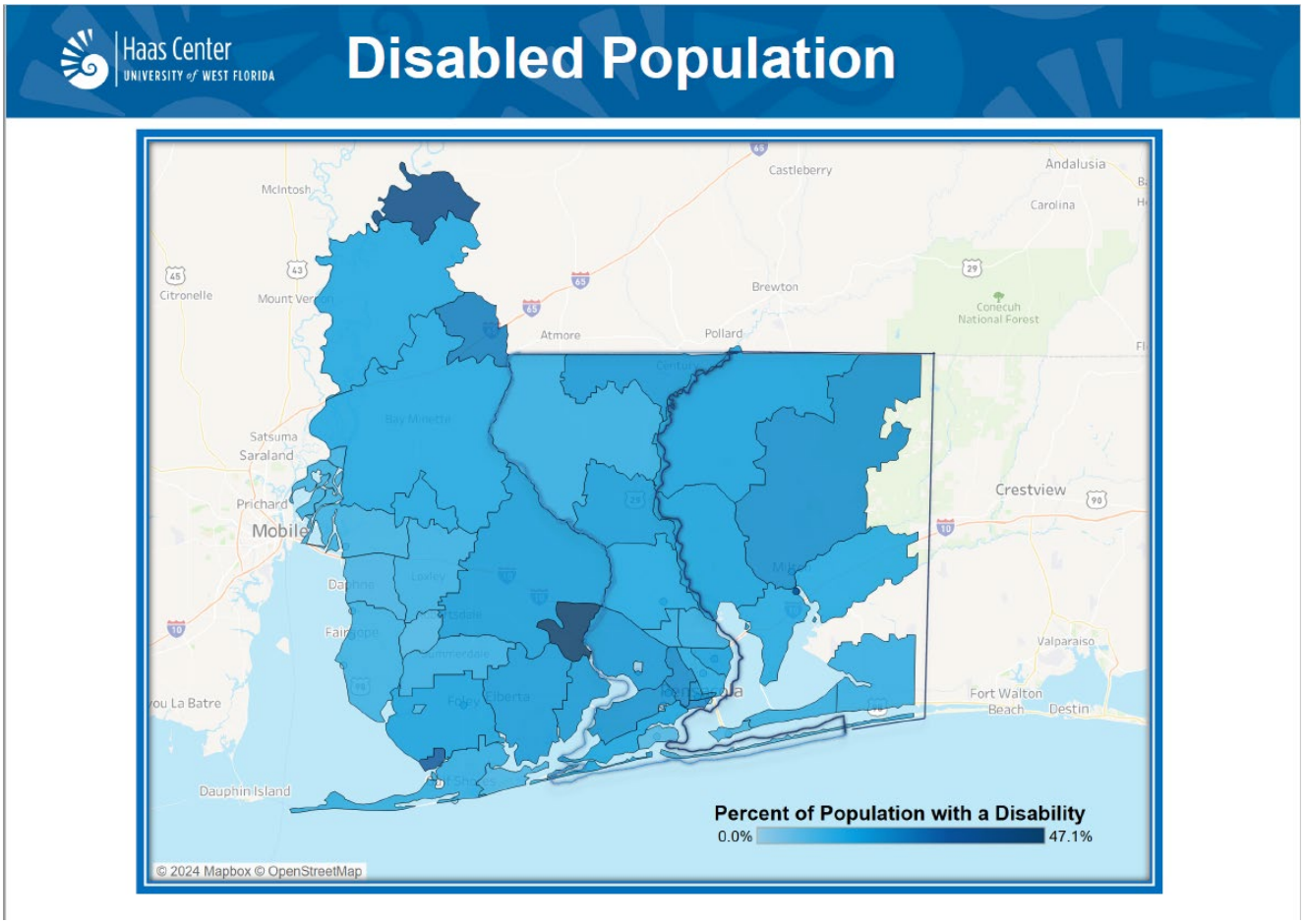
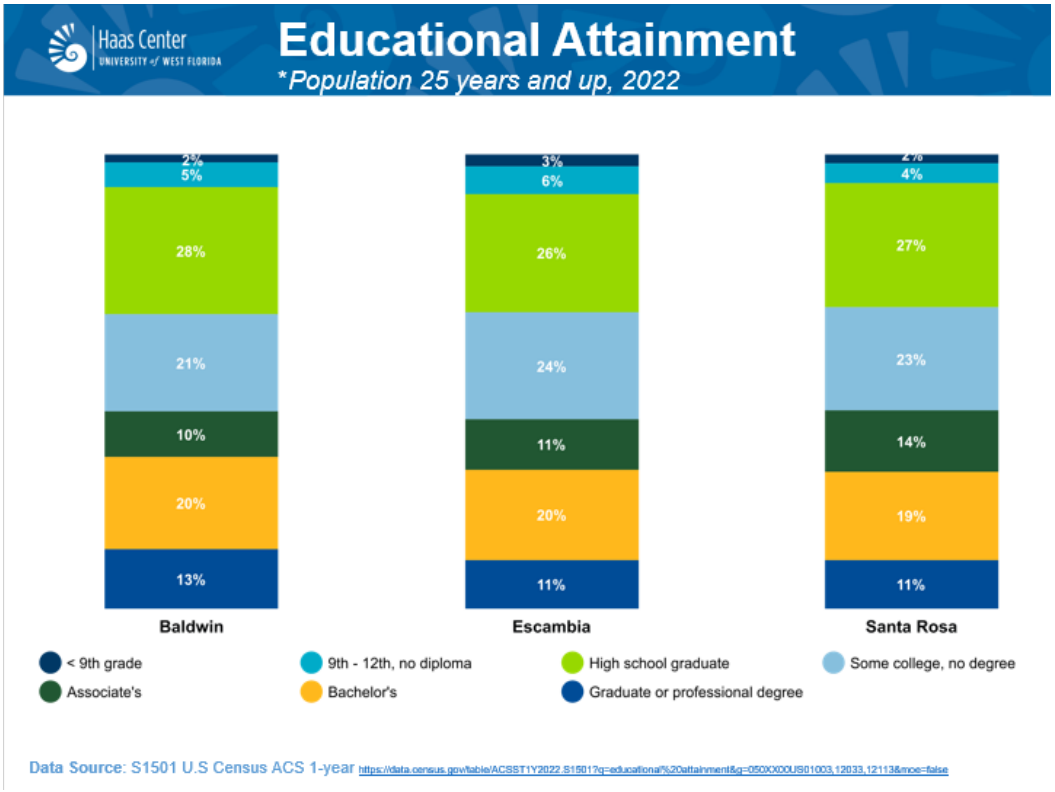


Figure 34: Disabilities



Data Source: *American Community Survey Data, 5-year estimates*

Figure 35: Educational Attainment



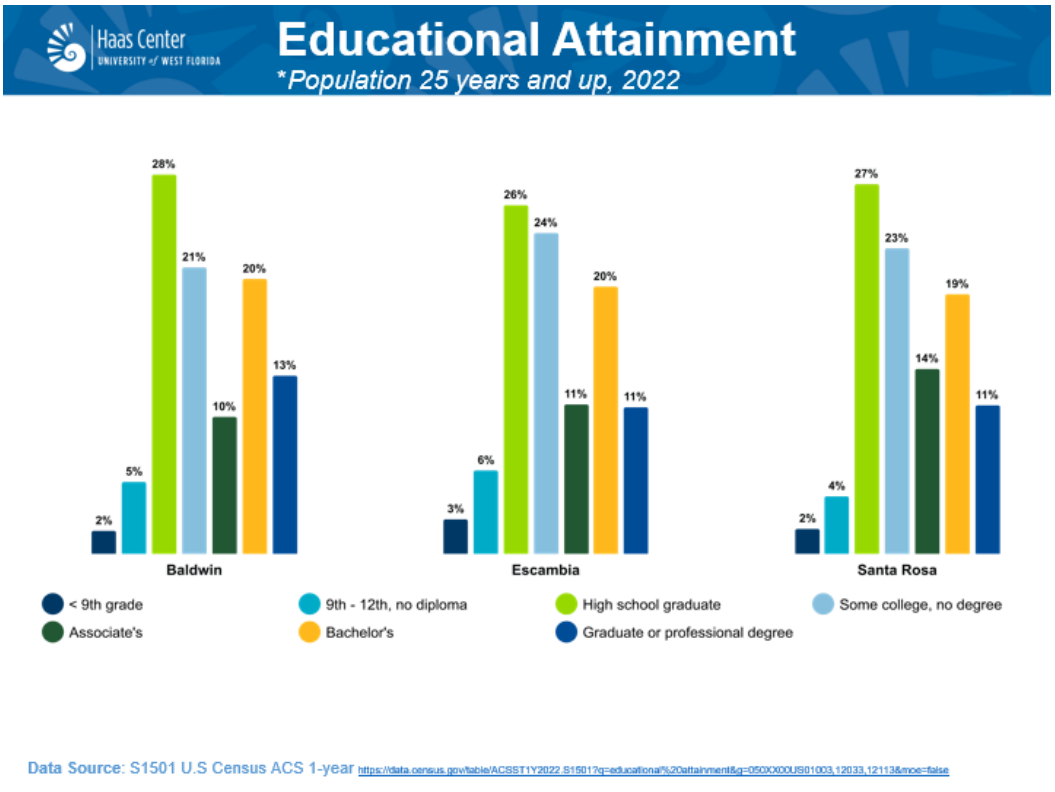


Figure 36: Municipal Millage Rates

Haas Center
UNIVERSITY of WEST FLORIDA

Municipal Millage Rates

Santa Rosa	Millage	County Millage	School Millage	NWFL Water	Total
Santa Rosa County		6.0953	5.4460	0.0234	11.5647
Gulf Breeze	1.9723	6.0953	5.4460	0.0234	13.5370
Jay	3.8000	6.0953	5.4460	0.0234	15.3647
Milton	2.9900	6.0953	5.4460	0.0234	14.5547
Navarre Beach		6.0953	5.4460	0.0234	11.5647
Avalon-Mulat		6.0953	5.4460	0.0234	13.5647
Holley Navarre		6.0953	5.4460	0.0234	11.5647
Skyline		6.0953	5.4460	0.0234	11.5647
Midway		6.0953	5.4460	0.0234	14.0465
East Milton		6.0953	5.4460	0.0234	11.5647
Bagdad		6.0953	5.4460	0.0234	11.5647
Harold		6.0953	5.4460	0.0234	11.5647
Munson		6.0953	5.4460	0.0234	11.5647
Berrydale		6.0953	5.4460	0.0234	11.5647
Jay Suburb		6.0953	5.4460	0.0234	11.5647
Allentown		6.0953	5.4460	0.0234	11.5647
Pace		6.0953	5.4460	0.0234	13.0947

Escambia	Millage Rate
Escambia County	6.6165
SC School Board	5.1440
—By Local Board	1.9620
—By State Law	3.1820
CT City of Pensacola	4.2895
CE Town of Century	0.9204
WT NW FL Water Mgmt	0.0234
DT Downtown Improvement	2.0000
SHER MSTU Sheriff	0.6850
Library	0.3590
Escambia Children's Trust	0.4365

Baldwin	Millage
District 1 Hospital	0.028
Baldwin County	0.028
County - Fairhope School Tax	0.031
County - Spanish Fort School Tax	0.031
County - Central School Tax	0.031
County - Daphne School Tax	0.031
County Hospital	0.03
County Hospital - Spanish Fort School Tax	0.033
County Hospital - Central School Tax	0.033
Bay Minette Hospital	0.0425
Daphne	0.043
Daphne - Fairhope School Tax	0.046
Daphne - Spanish Fort School Tax	0.046
Daphne - Daphne School Tax	0.046
Elberta	0.033
Fairhope	0.043
Fairhope - Fairhope School Tax	0.046
Foley	0.033
Gulf Shores	0.033
Loxley	0.034
Loxley - Spanish Fort School Tax	0.037
Loxley - Central School Tax	0.037
Loxley Hospital	0.036
Loxley Hospital - Spanish Fort School Tax	0.039
Loxley Hospital - Central School Tax	0.039
Magnolia Springs	0.033
Orange Beach	0.032
Perdido Beach	0.032
Robertsdale	0.033
Robertsdale - Central School Tax	0.036
Silverhill	0.038
Silverhill - Central School Tax	0.041
Spanish Fort	0.033
Spanish Fort - Spanish Fort School Tax	0.036
Spanish Fort Hospital	0.035
Spanish Fort Hospital - Spanish Fort School Tax	0.038
Summerdale	0.033
Summerdale - Central School Tax	0.036

Data Source: https://escambiataxcollector.com/property-tax/millage-rate-detail/
https://srcpa.gov/resources/forms/MillageLatest.pdf
https://baldwincountyal.gov/docs/default-source/revenue-documents/forms-and-downloads/copy-of-municipality-millage-rates.pdf?sfvrsn=6b6c9b7b_5

Figure 37: Opportunity Zones

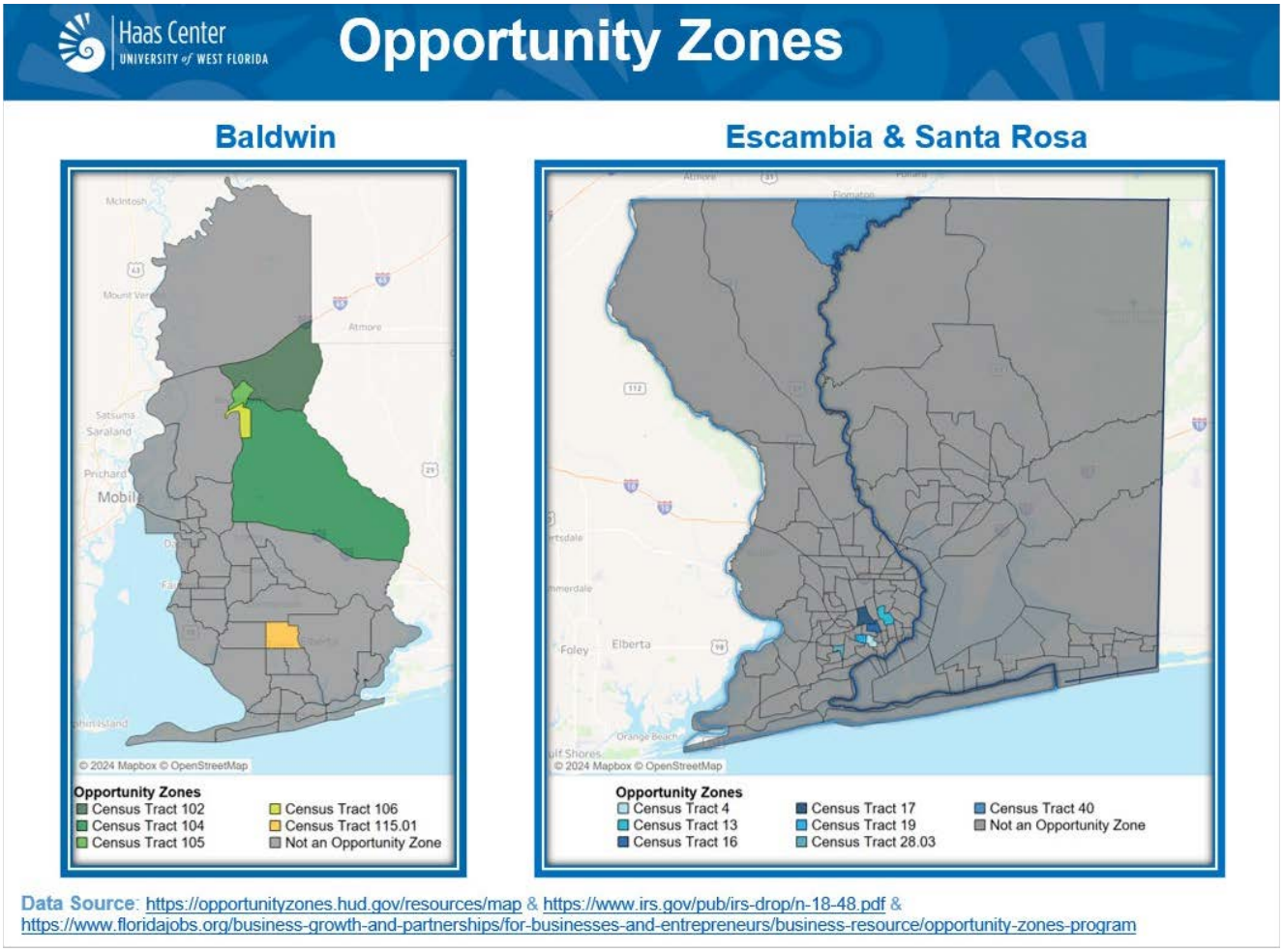


Figure 38: Opportunity Zones (Escambia)

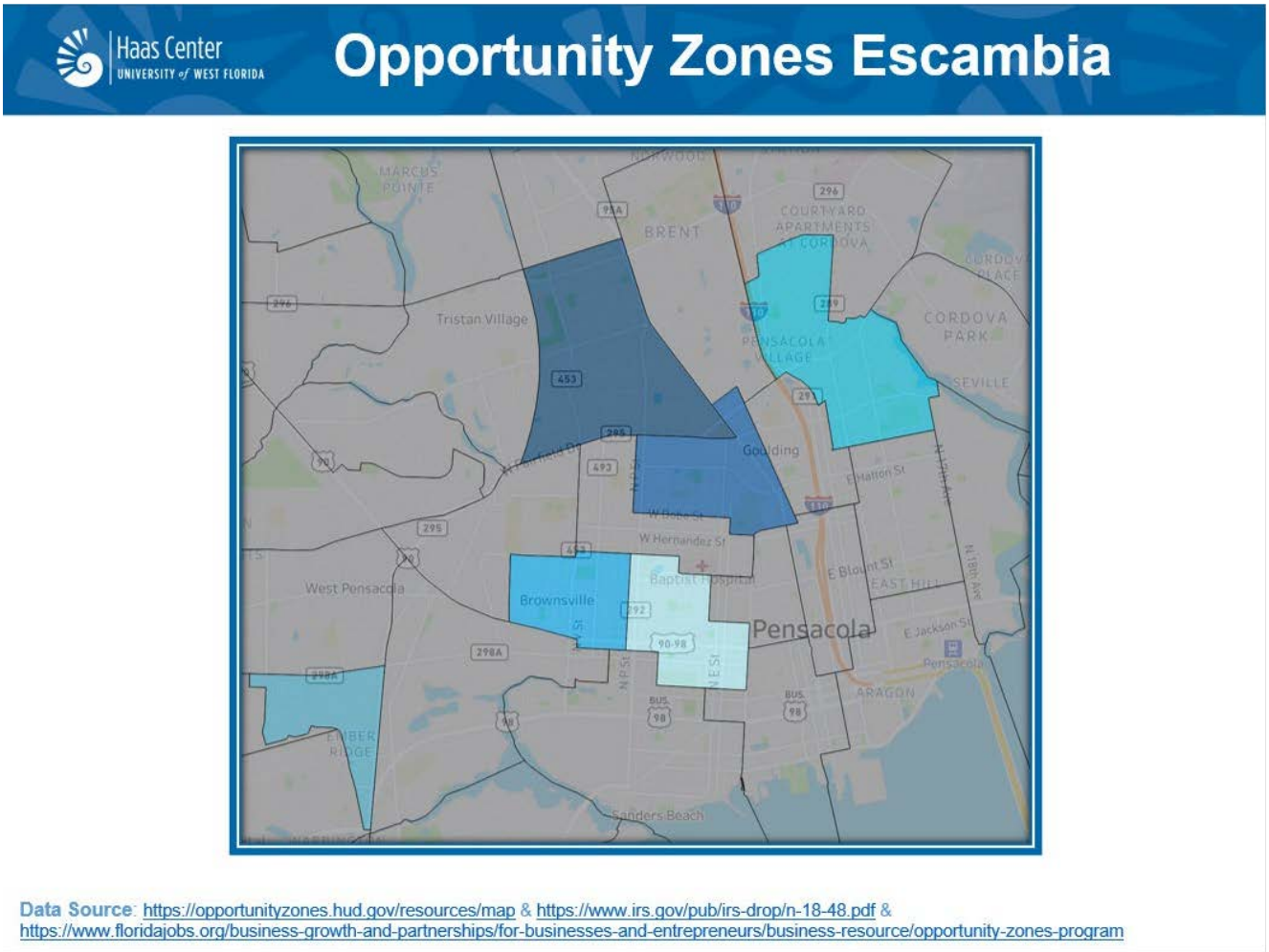


Figure 39: Disadvantaged Communities

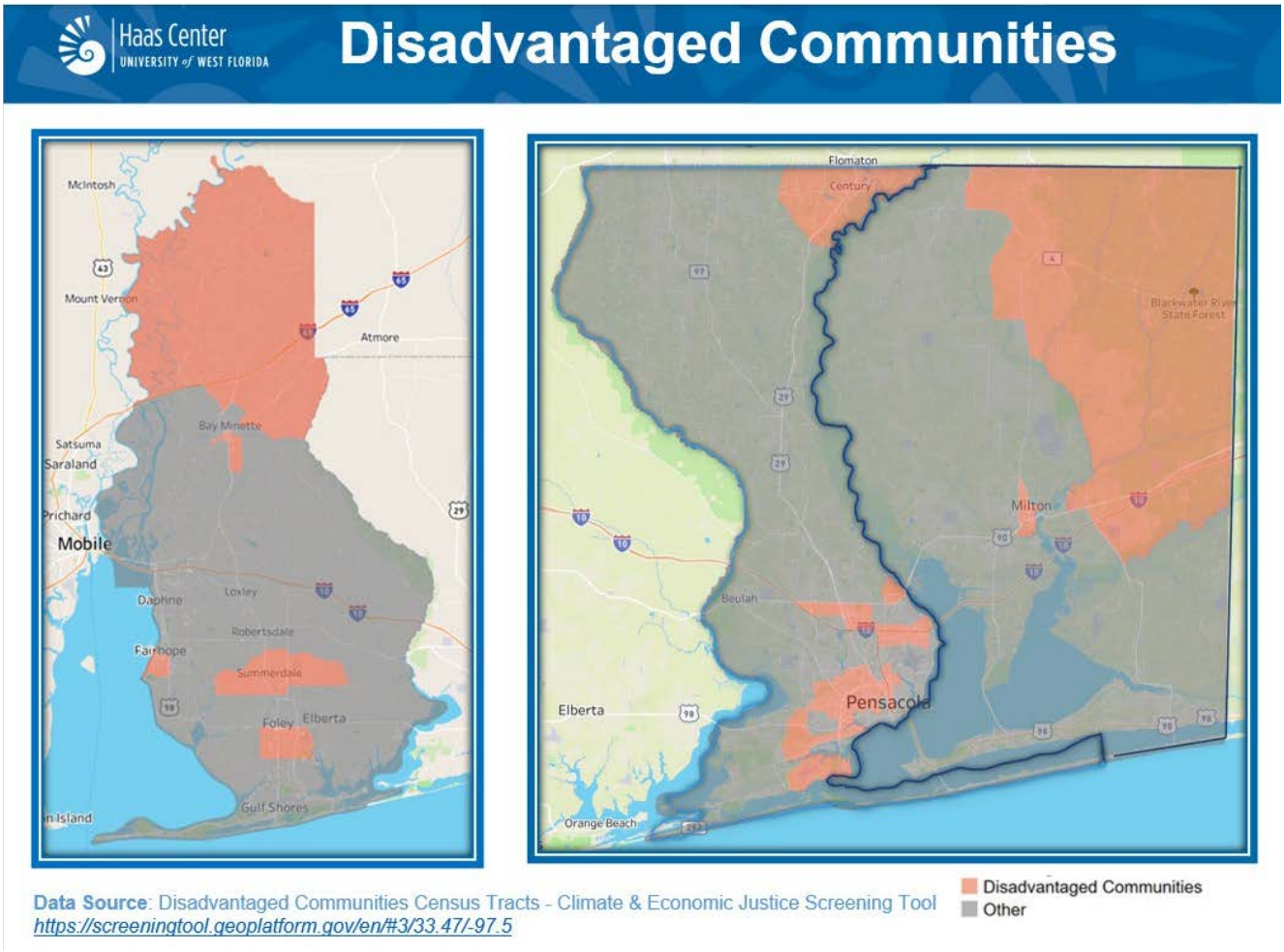


Figure 40: Disadvantaged Communities (Escambia)

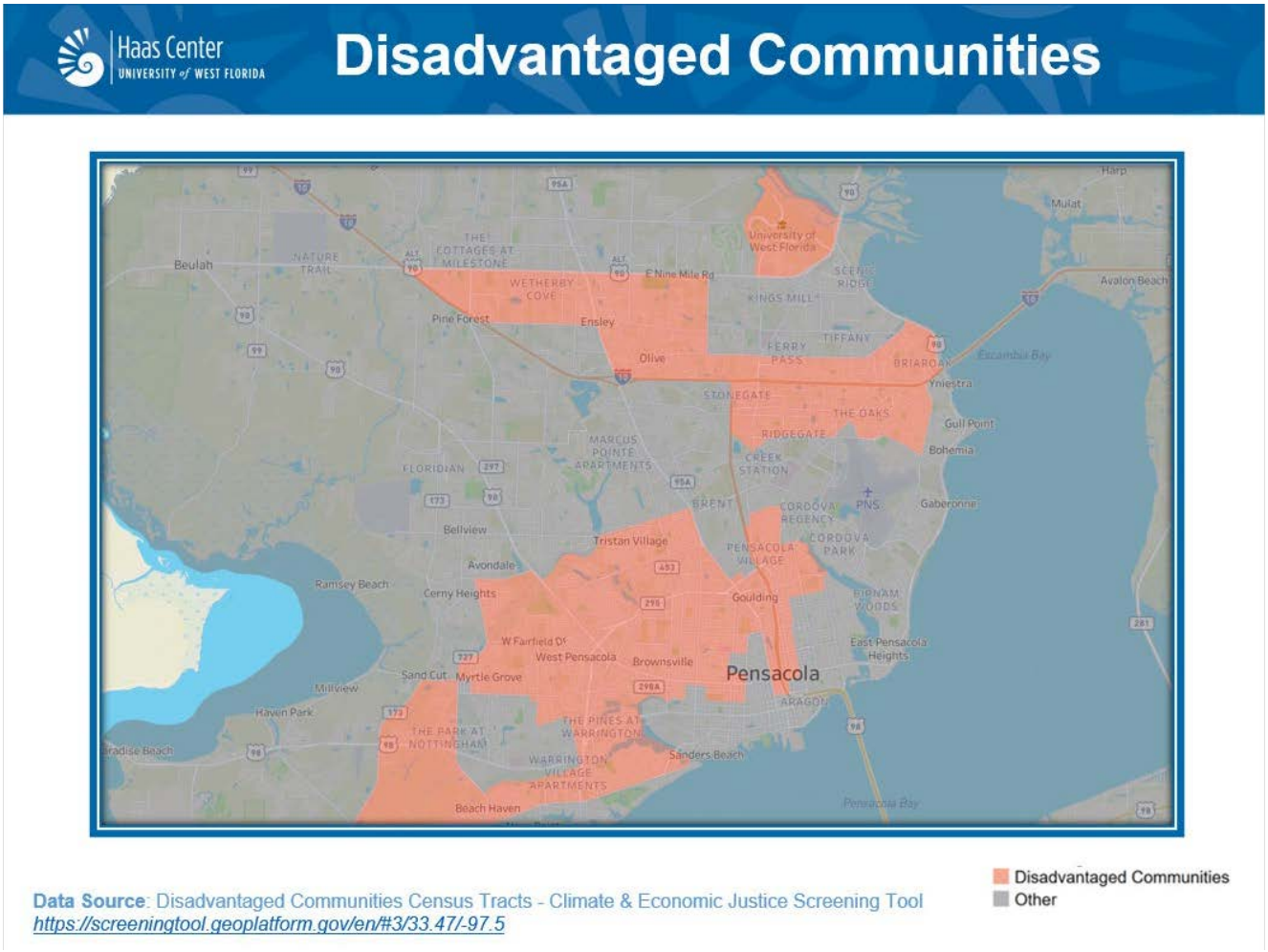


Figure 41: FL Military and Defense Economic Impact Summary



Escambia County

Home to:

- Naval Air Station Pensacola
- Corry Station
- Saufley Field

NAS Pensacola Memorial, Photo by Chief Petty Officer David Holmes, Navy Public Affairs Support Element East, Detachment Southeast

Naval Air Station Pensacola, known as the "Cradle of Naval Aviation," is the initial primary training base for all Navy, Marine, and Coast Guard aviators, as well as home to the Navy Flight Demonstration Squadron (Blue Angels) and other tenant units.

Corry Station hosts the headquarters of the Center for Information Warfare Training, which is responsible for the development of education and training policies in areas such as cryptology and cyber.

Saufley Field is a joint use facility and home to several DoD and other U.S. government organizations, including the Defense Activity for Nontraditional Education Support, Naval Reserve Center, and Bureau of Prisons.

Total County Impact

County Economic Impact	$4.0 Billion
Percent of Economy	19.5%
Employment	31,651 Jobs
Income	$2.9 Billion
State and Local Taxes	$129 Million

Direct Defense Spending

Procurement	$650 Million
Compensation	$2.5 Billion
Pensions & Transfers	$911 Million
Total Defense Spending	**$4.0 Billion**



Santa Rosa County

Home to:

- Naval Air Station Whiting Field

TH-73A Thrasher Arrival at NAS Whiting Field, Photo by Petty Officer 2nd Class Jason Isaacs, Chief of Naval Air Training

Naval Air Station (NAS) Whiting Field is home to Training Air Wing FIVE and comprises 12 outlying fields with three separate and fully operational airfields over 12,000 acres. Its mission is to produce the best-trained "Aviation Warfighter." More than 1,200 pilots graduate here each year, including all Navy, Marine, and Coast Guard helicopter pilots. Approximately 12% of all Navy and Marine flight hours are flown at NAS Whiting Field; all flight hours combined make the installation busier than Hartsfield-Jackson Atlanta International Airport. Training Air Wing FIVE is transitioning the advanced helicopter training program to the new TH-73A Thrasher helicopter.

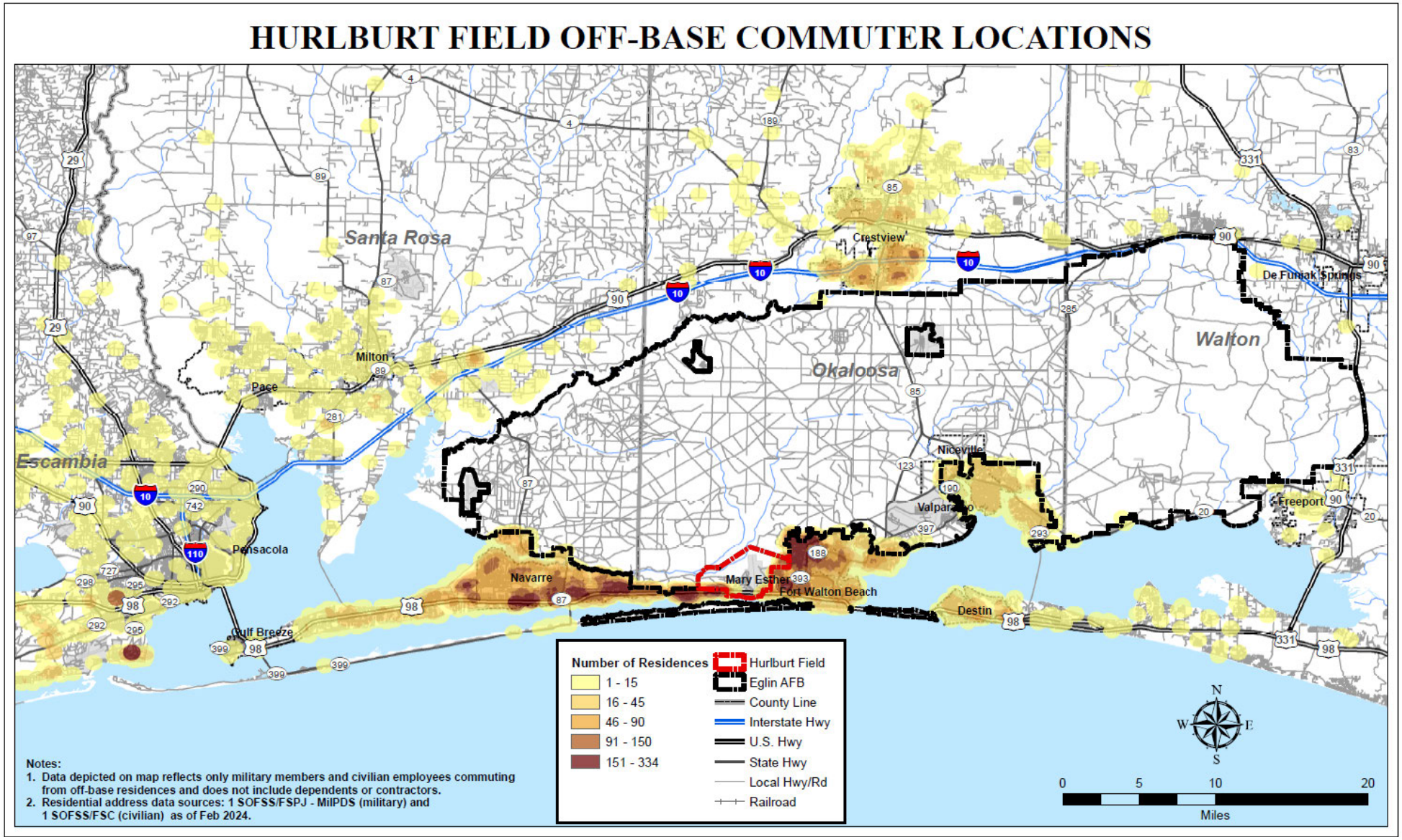
Total County Impact

County Economic Impact	$1.2 Billion
Percent of Economy	19.2%
Employment	9,476 Jobs
Income	$733 Million
State and Local Taxes	$84 Million

Direct Defense Spending

Procurement	$86 Million
Compensation	$351 Million
Pensions & Transfers	$784 Million
Total Defense Spending	**$1.2 Billion**

Figure 42: Hurlburt Field Off-Base Commuter Locations



Map from Hurlburt Field Steering Committee Member.

Appendix E: System Performance Report



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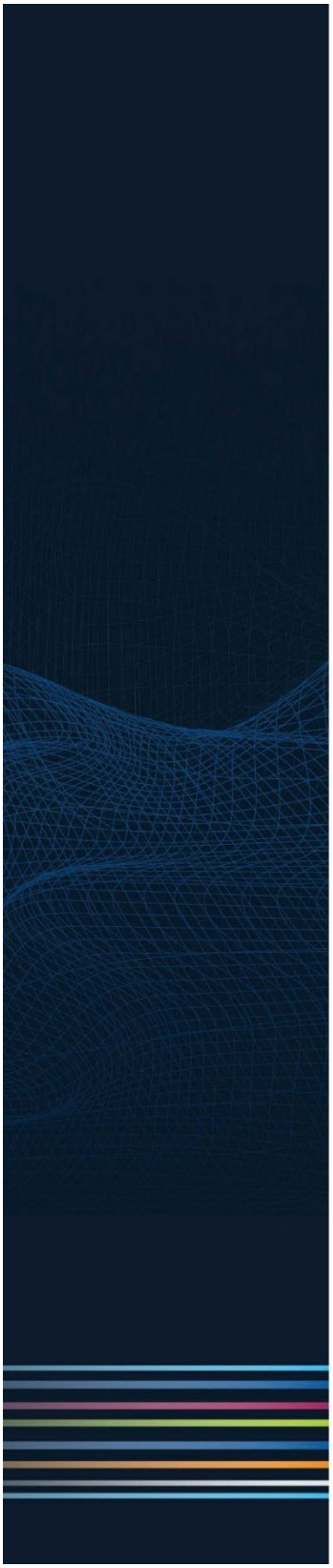


Purpose

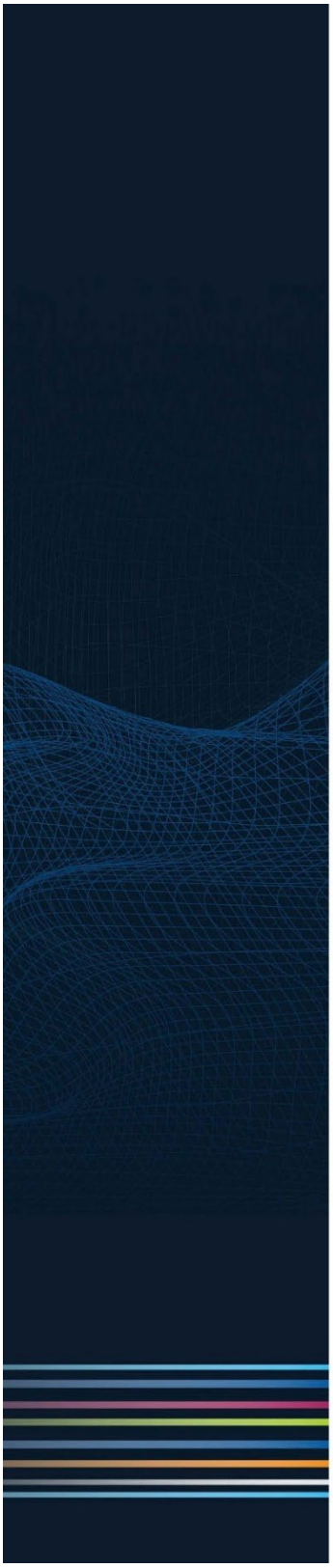
Purpose

This document provides language that Florida's transportation planning organizations (TPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT), Alabama Department of Transportation (ALDOT), and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, ALDOT, the TPOs, and the public transportation providers in the TPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

This document is organized as follows:

- Section 1 provides a brief background on transportation performance management;
- Section 2 covers the Highway Safety measures (PM1);
- Section 3 covers the Pavement and Bridge Condition measures (PM2);
- Section 4 covers System Performance measures (PM3);
- Section 5 covers Transit Asset Management (TAM) measures; and
- Section 6 covers Transit Safety measures.



Section 1
Background

1.0 Background

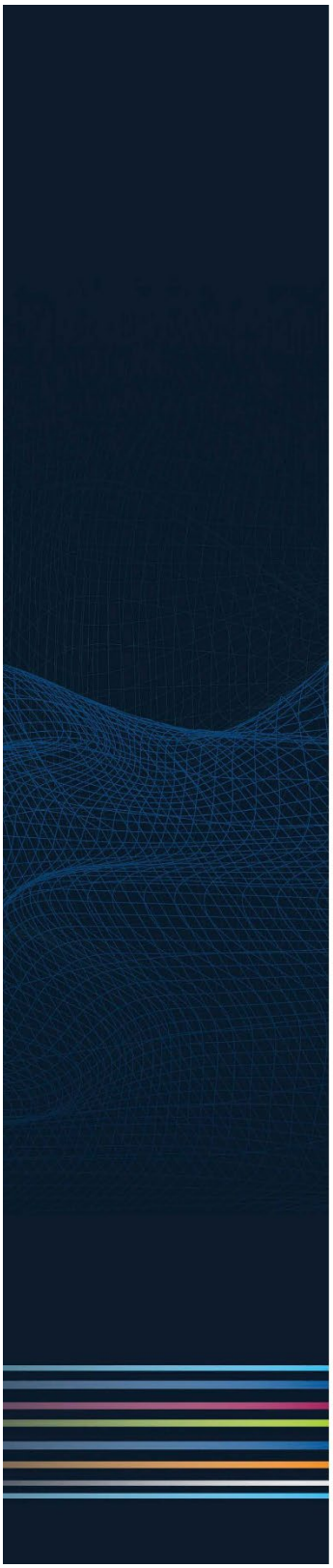
To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,[1] a TPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

Since the Florida-Alabama TPO Planning Boundary crosses state lines, the TPO must plan and program projects to contribute towards separate targets—one set for each State in which the planning area boundary extends state lines. Florida and Alabama statewide performance measures are shown in separate tables throughout this System Performance Report.

The Florida-Alabama TPO includes the southern portions of Escambia and Santa Rosa counties and the cities of Gulf Breeze, Milton and Pensacola in Florida, and Orange Beach and the community of Lillian in Baldwin County Alabama.

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) 2050 Long-Range Transportation Plan (LRTP) requires adoption by October 14, 2025. Per the Planning Rule, the System Performance Report for the FL-AL TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

[1] The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.



Section 2
Highway Safety Measures (PM1)

2.0 Highway Safety Measures (PM1)

2.1 Highway Safety Performance Measures and Targets Overview

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and TPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

FDOT and ALDOT publish statewide safety performance targets for the following calendar year in the Highway Safety Improvement Program (HSIP) Annual Report that it transmits to FHWA each August. The current safety targets established in the 2024 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths. Alabama calculates safety through a trend line analysis of the 5-year rolling average for each performance measure. The Alabama 2025 statewide targets are[2]:

- 1,000 traffic fatalities;
- 1.400 for rate of fatalities per hundred million vehicle miles traveled (VMT);
- 6,300 for number of serious injuries;
- 9.800 for the rate of serious injuries per hundred million VMT; and
- 400 for the number of non-motorized fatalities and non-motorized serious injuries.

TPOs must establish safety targets within 180 days of when FDOT and ALDOT establishes targets. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the TPO's planning area.

2.2 Highway Safety Baseline Performance and Established Targets

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. Table 2.1 presents FDOT statewide performance for each PM1 measure in recent years by five-year rolling average and the calendar year (CY) 2025 targets established by FDOT. Table 2.2 presents ALDOT statewide conditions and performance for each PM1 measure using a five-year rolling average along with the established CY 2025 target based on ALDOT's 2024 HSIP[3].

[2] Source: Resolution FL-AL 24-28; A Resolution of the Florida-Alabama Transportation Planning Organization Adopting Targets for Safety Measures. Adopted December 11, 2024.
[3] Source: 2024 Alabama Highway Safety Improvement Program

Table 2.1 Statewide Highway Safety (PM1) Conditions and Performance (Florida)

	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023[4]	
Number of Fatalities	3,190.0	3,304.8	3,391.2	3,441.8	0
Rate of Fatalities per 100 Million VMT	1.466	1.516	1.543	1.543	0
Number of Serious Injuries	18,978.4	18,012.4	17,137.2	16,380.6	0
Rate of Serious Injuries per 100 Million VMT	8.708	8.243	7.786	7.344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,159.4	3,153.2	3,153.8	3,148.2	0

Statewide Florida has seen a slight increase in the number and rate of fatalities between 2016 and 2023. However, the number and rate of serious injuries has decreased over the same timeframe. The number of serious injuries decreased by 2,598 persons over the 7-year period. The FDOT performance measure trend decreases are helping FL-AL TPO reach the 0 death and injury targets.

[4] Source: The FDOT Source Book, Federal Performance Measures, PM1

Table 2.2 Statewide Highway Safety (PM1) Conditions and Performance (Alabama)

	Five-Year Rolling Average				Alabama CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023[5]	
Number of Fatalities	969	949	966	961	1,000
Rate of Fatalities per 100 Million VMT	1.397	1.350	1.39	1.37	1.400
Number of Serious Injuries	6,817	6,222	7,515	5,268	6,300
Rate of Serious Injuries per 100 Million VMT	9.312	8.453	10.787	9.159	9.800
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	362	367	380	365	400

On a statewide basis, based on the 5-year rolling averages, Alabama recorded 961 fatalities between 2016 and 2023 while the rate of fatalities remained fairly constant. The number and rate of serious injuries decreased over the same timeframe. The number of non-motorized fatalities and non-motorized serious injuries decreased between 2016 and 2023 and remain under the CY 2025 target. Based on historical trends, the ALDOT 2025 target is expected to be achieved for all metrics. To further help ALDOT achieve performance goals, Alabama's Highway Safety Plan (FY 2024-2026)[6] includes countermeasure strategies to mitigate safety problems. Strategies include a communication campaign, drug recognition expert training, high visibility enforcement campaigns, prosecutor training, child restraint system inspection stations and child passenger training program, and high visibility seat belt law enforcement campaign.

The process used to develop the Florida-Alabama TPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

Table 2.3 presents performance in the TPO planning area for each safety measure in recent years. Federal data for the TPO planning area is arranged by Escambia and Santa Rosa counties in Florida. For the analysis, Alabama data is repeated from Table 2.2. Non-Motorized numbers represent five-year totals for pedestrian and bicycle fatalities and serious injuries.

[5] Source: Alabama Highway Safety Improvement Program- 2024 Annual Report
[6] Source: State of Alabama Highway Safey Plan, Fiscal Year 2024-2026

Highway Safety Measures (PM1)

Table 2.3 FL-AL TPO Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				FL-AL TPO CY 2025 Target
	2016-2020 (Escambia/Santa Rosa)/AL	2017-2021 (Escambia/Santa Rosa)/AL	2018-2022 (Escambia/Santa Rosa)/AL	2019-2023 (Escambia/ Santa Rosa)/AL	
Number of Fatalities	(56/20)/ 969	(63/22)/ 949	(63/22)/ 966	(63/21)/ 961	0/ 1,000
Rate of Fatalities per 100 Million VMT	(1.567/0.890)/ 1.397	(1.735/0.960)/ 1.350	(1.745/0.955)/ 1.39	(1.722/0.909)/ 1.37	0/ 1.4000
Number of Serious Injuries	(257/104)/ 6,817	(241/99)/ 6,222	(225/95)/ 7,515	(230/92)/ 5,268	0/ 6,300
Rate of Serious Injuries per 100 Million VMT	(7.148/4.6920)/ 9.312	(6.689/4.413)/ 8.453	(6.175/4.165)/ 10.787	(6.235/3.942)/ 9.159	0/ 9.800
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	(60/11)/ 362	(62/9)/ 367	(59/8)/ 380	(57/10)/ 365	0/ 400

In the FL-AL TPO region, the fatality rate between 2016 and 2023 increased from 1.567% to 1.722% in Escambia County and from 0.890% to 0.909% in Santa Rosa County, while the serious injury rate decreased from 7.148% to 6.235% in Escambia County and 4.692% to 3.942% in Santa Rosa County. The number of non-motorized fatalities and serious injuries decreased since 2016 for both counties. Alabama data also indicates a decrease in serious injuries by 1,549 while the number of non-motorized fatalities and serious injuries decreased slightly. The TPO 2025 target for Alabama is expected to be achieved based on historical trends.

The FL-AL TPO agreed to support FDOT's and ALDOT's highway safety targets on December 11, 2024. By adopting these targets, the FL-AL TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The FL-AL TPO recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FL-AL TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), the Florida Transportation Plan (FTP), the Alabama Highway Safety Improvement Plan (HSIP) and Alabama Statewide Transportation Plan.

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and TPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in TPO plans. The SHSP guides FDOT, TPOs, and other safety partners in

addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.

- The HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries. FDOT and ALDOT provide annual reports to FHWA on their respective programs.

- Transportation projects are identified and prioritized with the TPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. TPOs and local governments consider safety data analysis when determining project priorities.

- The Alabama Highway Safety Improvement Plan FY 2024-2026 (HSIP) includes four main categories and emphasis areas under each category to address roadway safety in the state. The goal of the Plan is Toward Zero Deaths (TZD) program with the ultimate vision of eradicating the states roadway deaths and serious injuries. Categories addressing safety are:

    - Behavioral-Based Emphasis Areas;
    - Infrastructure-Based Emphasis Areas;
    - At-Risk Road Users; and
    - Data Systems

- The Alabama Statewide Transportation Plan is a long-range plan that assesses the State's multimodal transportation system and presents plans for improvement and maintenance. The plan forecasts a minimum of 20 years and involves engagement with both public and private entities. The plan is designed to meet the goals and other requirements required by federal legislation with its emphasis on performance management. The most recent Statewide Transportation Plan was completed in July 2017. Work is underway to update the Plan through 2040.

The FL-AL TPO 2050 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida and Alabama SHSP and the FDOT and ALDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

Highway Safety Measures (PM1)

The LRTP identifies safety needs within the transportation planning area and provides funding for targeted safety improvements. Aligning with the Federal Planning Emphasis Areas (2021), the FL-AL TPO 2050 LRTP includes seven Goals and Objectives (Goals A-G) adopted April 10, 2024. FL-AL TPO's Goal A addresses safety. Objectives to achieve Goal A and methods to achieve safety performance are shown in Table 2.4.

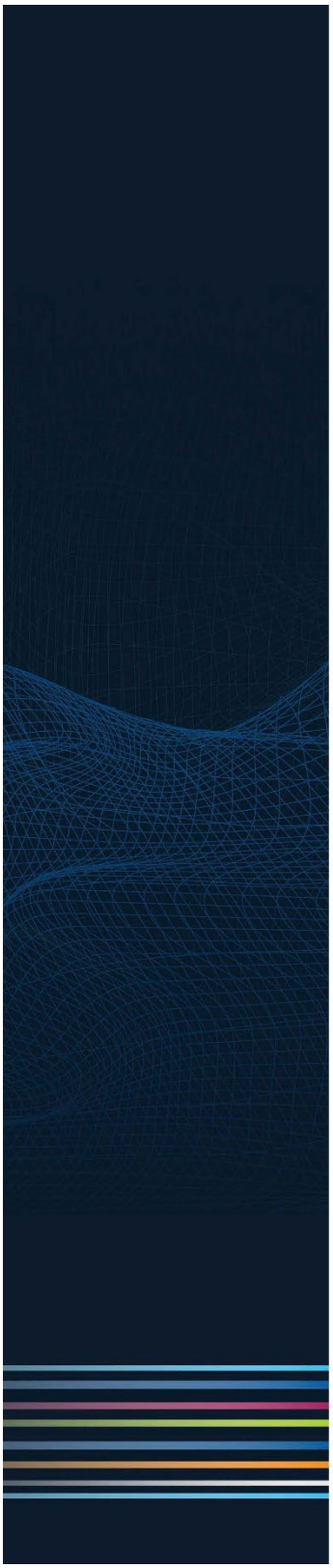
Table 2.4 FL-AL TPO 2050 LRTP Safety (PM1) Goal and Objectives

GOAL A: A transportation system that is resilient, safe, and secure.	
Objective	**Statement**
A.1	Increase safety for all motorized and non-motorized users in accordance with the Florida Department of Transportation "Target Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP).
A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
A.3	Strive for a resilient, sustainable regional transportation system to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.
A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
A.9	Coordinate and cooperate with the Department of Defense, Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies including federal land management agencies, to enhance the security of the transportation system including the Strategic Highway Network (STRAHNet).

Highway Safety Measures (PM1)

The TIP considers potential projects that fall into specific investment priorities.[7] For the Florida-Alabama TPO, this includes the Safe Routes to School and the Escambia-Santa Rosa Community Traffic Safety Team Programs; and Bridge, Capacity, Bicycle/Pedestrian, Transportation Alternative, Transportation System Management, Public Transportation, Resurfacing, Aviation, Port, and other Miscellaneous categories in the TIP. The expectation of the TIP projects in each of these categories is to improve safety and to reduce fatalities once these projects are constructed for highway, sidewalk, bicycle lane, multi-use path, and transit improvements. The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. As such, the TPO is supporting the adoption of the FDOT statewide HSIP interim safety performance measures and FDOT's safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. The TIP considers potential projects that fall into specific investment priorities established by the TPO in the Long-Range Transportation Plan (LRTP). For the Florida-Alabama TPO, this includes safety programs such the Escambia-Santa Rosa Community Traffic Safety Team (CTST) and Safe Routes to Schools (SRTS) Team and address infrastructure or behavior safety. Infrastructure examples: Installation of school flashing signals, roadway lighting, traffic calming, traffic signals. Behavioral safety examples: SRTS education/enforcement activities, pedestrian/bicycle safety education. The TIP includes specific investment priorities that support the TPO's goals including safety, using a prioritization and a project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

[7] Source: Florida-Alabama TPO, FY 2025-2029 Transportation Improvement Program (TIP).



Section 3
Pavement & Bridge Condition Measures (PM2)

3.0 Pavement and Bridge Condition Measures (PM2)

3.1 Pavement and Bridge Condition Performance Measures and Targets Overview

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and TPOs to establish targets for the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as poor condition.

Pavement conditions are assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency. Since there are no interstates in the Alabama portion of the Florida-Alabama TPO, the following two targets are not applicable for Alabama: (1) Percent of Interstate pavements in good condition and (2) Percent of Interstate pavements in poor condition.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and TPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish two-year and four-year statewide targets for the PM2 measures. TPOs must establish four-year targets for all six measures. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the TPO's planning area. The two-year and four-year targets represent pavement and bridge conditions at the end of calendar years 2023 and 2025, respectively.

3.2 Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. Table 3.1 (Florida) and Table 3.2 (Alabama) present statewide performance for each pavement measure. ALDOT adjusted its 4-year targets in 2021 to better support the decision-making progress for investment strategies which the TPO adopted by Resolution 21-02. Therefore, the target dates are for 2025. Departments of Transportation have the option to adjust the 4-year targets in their Mid-Performance Period Progress Report which was due to FHWA on October 1, 2024. The 2023 and 2025 targets established by FDOT and ALDOT are included in their respective tables.

Safety Targets are established annually by the TPO by February 27. Targets for Pavement, Bridge, and System Performance were adopted on September 12, 2018, by Resolution 18-24 for targets in 2021 which supported the DOT targets and were adopted again in 2023 by Resolutions 23-02 for Alabama on January 11, 2023, and 23-05 for Florida on April 12, 2023, and do not need to be adopted again until 2027 since they are four-year targets, unless DOT adjusts its 4-year targets. On December 11, 2024, FL-AL TPO approved by Resolution 24-29 the Adjusting of Four-Year Targets (2025) for Bridge (PM 2) for the FDOT and ALDOT.

Table 3.1 Statewide Pavement Condition (PM2) Performance[8] and Targets (Florida)

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of Interstate pavements in good condition	68.5%	68.8%	70.5%	73.4%	67.6%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.2%	0.6%	0.3%	0.2%	0.2%	<5%	<5%
Percent of non-Interstate NHS pavements in good condition	41.0%	n/a	47.5%	48.8%	50.8%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.2%	n/a	0.6%	0.6%	0.5%	<5%	<5%

[8] Source: FDOT Source Book Federal Measures-Pavement

Table 3.2 Statewide Pavement Condition (PM2) Performance and Targets[9] (Alabama)

Performance Measures	2019	2020	2021	2022	2023	2025 Statewide Target
Percent of Interstate pavements in good condition[1]						Not Required
Percent of Interstate pavements in poor condition[1]						Not Required
Percent of non-Interstate NHS pavements in good condition	n/a	n/a	36.9[10]	37.3	n/a	≥25%
Percent of non-Interstate NHS pavements in poor condition	n/a	n/a	2.6[11]	2.8	n/a	≤5%

Interstates are not in the Alabama portion of the TPO. Therefore, performance measures for Alabama are not required. Performance data for ALDOT is not available prior to the 2021 baseline. ALDOT has lowered its target for Percentage of Non-Interstate Pavements in Good Condition from the targets established in the previous performance period. The percentage of Non-Interstate NHS pavements in good condition has been trending downward. ALDOT expects level funding for its federal-aid maintenance program and expects this to result in a continued downward trend. ALDOT has established a 4-year target that requires the current trend to be maintained or improved over the performance period.

Over the past performance period ALDOT maintained its percentage of pavements in poor condition at a constant level of 2.8 percent. ALDOT expects level funding for federal-aid maintenance through the new performance period but expects reduced accomplishment due to inflation. For this reason, ALDOT has chosen to maintain the Non-Interstate NHS pavements in poor condition targets that ALDOT established and met in the previous performance period.

Table 3.3 (Florida) and Table 3.4 (Alabama) present statewide performance for bridge conditions and targets.

[9] Source: 2022 TAMP. For Performance Period 2022-2025. ALDOT selected pavement condition targets to comply with the FHWA pavement condition performance measures final rule published on January 18, 2017.
[10] Source: FHWA 2022-2025 State Highway Infrastructure Report- Alabama https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Alabama.
[11] Ibid.

Table 3.3 Statewide Bridge Condition (PM2) Performance[12] and Targets (Florida)

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	65.5%	63.7%	61.5%	58.2%	55.3%	50%	50%
Percent of NHS bridges (by deck area) in poor condition	0.5%	0.7%	0.9%	0.6%	0.6%	10%	10%

FDOT established the statewide PM2 targets on December 16, 2022. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for the NHS pavements and bridges within the state. The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was submitted on December 20, 2022, and recertified by FHWA on February 23, 2023. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025. ALDOT adjusted its 4-year targets in 2021 to better support the decision-making progress for investment strategies which the TPO adopted by Resolution 21-02. Therefore, target dates are for 2025.

Table 3.4 Statewide Bridge Condition (PM2) Performance and Targets[13] (Alabama)

Performance Measures	2019	2020	2021	2022	2023	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	n/a	n/a	27.3%	>26.8%	n/a	≥25%
Percent of NHS bridges (by deck area) in poor condition	n/a	n/a	n/a	<3%	n/a	≤3%

[12] Source: FDOT Source Book Federal Measures-Bridge.
[13] Source: 2022 TAMP. For Performance Period 2022-2025.

Pavement and Bridge Condition Measures (PM2)

ALDOT established PM2 targets and were adopted by TPO's by April 2019. In the spring of 2022, ALDOT updated its TAMP to satisfy the requirement that State DOTs update and resubmit asset management plan development processes to the FHWA for a new process certification at least every four years, per Title 23, Code of Federal Regulations (CFR), Part 515.13(c). The TAMP was amended in December of 2022 to address additional requirements from the Infrastructure Investment and Jobs Act (IIJA).

Performance data for ALDOT is not available prior to the 2021 baseline. ALDOT achieved the 2023 statewide target and is expected to achieve the 2025 statewide target. During the TAMP development process, ALDOT performed analysis of various bridge investment scenarios. The results of the analysis indicated that with the current level of funding the percentage of bridges in good condition would decline over the performance period. This is due to the age distribution of ALDOT's bridge inventory. The majority of ALDOT's bridges were constructed during the Interstate era of the 1960s and 1970s and a significant number of bridges are nearing, or have already exceeded, their original 50-year design life and will need to be replaced soon due to the increasing costs of maintaining their continued health. Level funding is expected for bridge maintenance over the new performance period and is expected to result in an increase in the percentage of bridges in poor condition based on ALDOT's life cycle planning analysis. By managing toward the targets selected, ALDOT aims to achieve the national infrastructure performance goal of maintaining the highway infrastructure in a state of good repair by minimizing the deterioration of its bridge assets.[14]

ALDOT and the TPOs have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements. Typical highway projects, such as highway capacity, system preservation, bridge and safety projects, support the established targets.

ALDOT's Pavement Preservation Policy, approved by FHWA on June 2, 2019, is the planned strategy of cost-effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without significantly increasing the structural capacity of the pavement.

Table 3.5 and Table 3.6 present recent performance in the TPO planning area for the pavement and bridge measures with target dates of 2025. Interstates are not in the Alabama portion of the TPO. Therefore, performance measures for Alabama are not required in the pavement table.

[14] Source: FHWA 2022-2025 State Highway Infrastructure Report- Alabama https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Alabama.

Table 3.5 FL-AL TPO Pavement Condition (PM2) Performance[15] and Targets

Performance Measures	2019	2020	2021	2022	2023	FL-AL TPO 2023 Targe (FL/AL)	FL-AL TPO 2025 Target (FL/AL)
Percent of Interstate pavements in good condition	73.7%	67.9%	65.3%	73.8%	67.2%	>50%/Not Required	>50%/Not Required
Percent of Interstate pavements in poor condition	0.0%	1.6%	0.6%	1.8%	0.3%	<10%/Not Required	<10%/Not Required
Percent of non-Interstate NHS pavements in good condition	39.5%	n/a	46.1%	45.8%	53.7%	>40%/>25%	>40%/>25%
Percent of non-Interstate NHS pavements in poor condition	0.6%	n/a	1.2%	1.2%	0.4%	<5%/≤5%	<5%/≤5%

Table 3.6 FL-AL TPO Bridge Condition (PM2) Performance[16] and Targets

Performance Measures	2019	2020	2021	2022	2023	FL-AL TPO 2023 Target (FL/AL)	FL-AL TPO 2025 Target (FL/AL)
Percent of NHS bridges (by deck area) in good condition	46.6%	45.4%	45.3%	45.0%	36.3%	>50%/>25%	>50%/>20%
Percent of NHS bridges (by deck area) in poor condition	0.3%	0.3%	0.3%	0.6%	0.6%	<10%/<3%	<10%/<3%

[15] Source: FDOT Source Book Federal Performance Measures- MPO Pavement
[16] Source: FDOT Source Book Bridge Condition

Pavement and Bridge Condition Measures (PM2)

FDOT established the statewide PM2 targets on December 16, 2022, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for the NHS pavements and bridges within the state. The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was submitted on December 20, 2022 and recertified by FHWA on February 23, 2023. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older.

The FL-AL TPO agreed to support FDOT's and ALDOT's pavement and bridge condition performance targets on April 12, 2023[17] and adjusted 4-year targets on December 11, 2024. By adopting these targets, the FL-AL TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The FL-AL TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FL-AL TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida and Alabama Transportation Asset Management Plans.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida and Alabama Transportation Asset Management Plans (TAMP) explain the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The FL-AL TPO 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The LRTP, though Goal C: Objective C.1 and C.2, seek to address system preservation and PM2. Table 3.7 lists all objectives under Goal C.

[17] Resolution FL-AL 23-05; A Resolution of the Florida-Alabama Transportation Planning Organization Adopting Targets for System Performance, Pavement, and Bridge Measures. Adopted April 12, 2023.

Table 3.7 FL-AL TPO 2050 LRTP Safety (PM2) Goal and Objectives

GOAL C: A transportation system that is maintained and operated efficiently.	
Objective	**Statement**
C.1	Direct sufficient resources to preserve and enhance the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
C.3	Strive to include appropriate stormwater measures in roadway projects.
C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies and incorporate results from previous Corridor Management Studies.

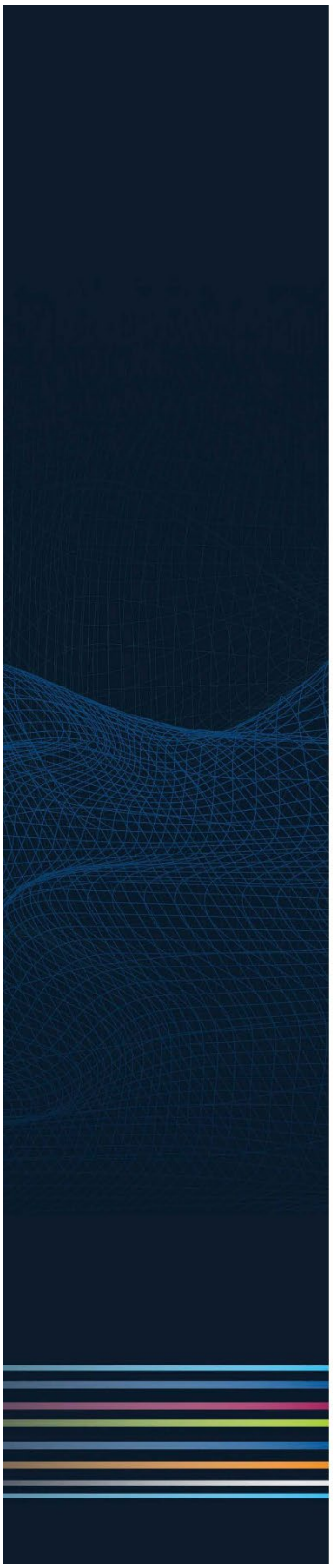
The focus of Florida-Alabama TIP's investments for bridge and pavement condition includes Bridge, Roadway Capacity, and Resurfacing projects. These improvements include pavement replacement or reconstruction (on the NHS); New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity; Bridge replacement or reconstruction; New bridge capacity on the NHS; and System resiliency projects that improve NHS bridge components (e.g., upgrading culverts). The Florida- Alabama TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide pavement and bridge performance targets. The Bridge Projects identified in the TIP will maintain the bridges classified in Good Condition and assist in improving the bridges classified in Poor Condition. Resurfacing Projects in the TIP will assist in improving the Interstate and Non-Interstate National Highway System pavements that are classified in Poor Condition as well as improving reliability of freight movement for interstate and Non-Interstate National Highway System roadways. System preservation is one of the Federal Planning Factors and the Objectives in the 2050 Long Range Transportation support this Planning Factor are: Objectives A.8, B.2, B.3, C.1, C.2, C.3, C.4, E.2, and F.6. Some of the bridges mentioned in the 2050 LRTP that need to be annually monitored are the US 98 Bridge to Lillian, Alabama, Theo Baars Bridge in Perdido Key, Quintette Bridge between Escambia and Santa Rosa Counties, Bob Sikes Bridge to Pensacola Beach, and the Navarre Beach Bridge. This corresponds to the 2050 Long Range Transportation Plan Objective C.2.

Pavement and Bridge Condition Measures (PM2)

The focus of Florida-Alabama TPO's investments in bridge and pavement condition include:

- Pavement replacement or reconstruction (on the NHS)
- New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity
- Bridge replacement or reconstruction
- New bridge capacity on the NHS.

On or before October 1, 2025, FDOT and ALDOT will provide FHWA and the FL-AL TPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2023 to December 31, 2024. FDOT, ALDOT and the FL-AL TPO also will have the opportunity at that time to revisit the 2025 PM2 targets. Adjustments to the 4-year targets Bridge and Pavement targets for FDOT, ALDOT and FL-AL TPO are described earlier in this chapter.



Section 4
System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

4.0 System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

4.1 System Performance/Freight/CMAQ Performance Measures and Targets Overview

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and TPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida and Alabama[18] meet current national air quality standards, the three **CMAQ measures do not apply in Florida or Alabama.**

The PM3 rule requires state DOTs and TPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT and ALDOT must establish two-year and four-year statewide targets for the PM3 measures. TPOs must establish four-year targets for the measures. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the TPO's planning area. The two-year and four-year targets represent reliability for calendar years 2023 and 2025, respectively. FDOT and ALDOT have elected to modify their 4-year targets to better support the decision-making process for investment strategies.

[18] Source: https://www3.epa.gov/airquality/greenbook/ancl.html

FDOT decreased their 4-year target (2025) System Performance target for Percent of Person Miles Traveled on Interstate System that is Reliable from >70% to >75% and the Percent of Person Miles Traveled on Non-Interstate System that is Reliable from >50% to >60%.

4.2 PM3 Baseline Performance and Established Targets

The System Performance Report discusses condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. Table 4.1 presents recent statewide performance for each PM3 measure in Florida and the 2023 and 2025 targets established by FDOT.

Table 4.1 Statewide System Performance and Freight Reliability (PM3) Performance and Targets (Florida)

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the Interstate that are reliable	83.4%	92.3%	87.5%	85.7%	82.8%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.9%	93.5%	92.9%	92.1%	89.1%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.45	1.34	1.38	1.46	1.48	1.75	2.00

System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

Table 4.2 presents Alabama PM3 measures and targets. Since there are no interstates in the Alabama portion of the Florida-Alabama TPO, two targets are not applicable for Alabama: (1) Percent of Person Miles Traveled on the Interstate that are Reliable and, (2) Truck Travel Time Reliability Index. Alabama statewide target dates are for 2025.

Table 4.2 Statewide System Performance and Freight Reliability (PM3) Performance and Targets (Alabama)

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the Interstate that are reliable[1]						Not required	Not required
Percent of person miles traveled on the non-Interstate NHS that are reliable	n/a	n/a	95.5%[19]	94.9%	90.0%	90%	90%
Truck Travel Time Reliability (Interstate only)[1]						Not required	Not required

[1]Interstates are not in the Alabama portion of the TPO. Therefore, performance measures for Alabama are not required.

Performance data for Alabama is not available prior to the 2021 baseline. ALDOT's estimated annual funding for system performance is $170 million dollars.[20] As the transportation system grows the percent of reliable person miles traveled is expected to increase as the newer roadways are expected to be more reliable. Additionally, roadway and safety improvements are also anticipated to come online further increasing the reliability of roadways. ALDOT continues to make progress towards achieving the 2023 and 2025 performance goals as the percent of reliable person miles traveled decreased over 5 percentage points since 2021 and the goals were met.

Table 4.3 presents recent performance in the TPO planning area for the PM3 measures.

[19] Source for 2021 and 2022 performance: FHWA State Highway Reliability Report- Alabama Performance Period 2022-2025 https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=Alabama

[20] Source: ALDOT Program Performance Narrative FY 2024-2027.

Table 4.3 FL-AL TPO System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	FL-AL TPO 2023 Target (FL/AL)	FL-AL TPO 2025 Target (FL/AL)
Percent of person miles traveled on the Interstate that are reliable[1]	n/a	n/a	n/a	n/a	n/a	≥75%/Not Required	≥75%/Not Required
Percent of person miles traveled on the non-Interstate NHS that are reliable	n/a	n/a	n/a	n/a	n/a	≥50%/90%	≥60%/90%
Truck Travel Time Reliability (Interstate only)[1]	n/a	n/a	n/a	n/a	n/a	≤1.75/Not Required	≤2.00/Not Required

[1]Interstates are not in the Alabama portion of the TPO. Therefore, performance measures for Alabama are not required.

FDOT established the statewide PM3 targets on December 16, 2022, and in September 2024 adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability decreased slightly from 2019 to 2023 and reliability on the non-Interstate NHS remained under the 2023 and 2025 targets..

The FL-AL TPO agreed to support FDOT's and ALDOT's PM3 targets on April 12, 2023.[21] By adopting these targets, the FL-AL TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The FL-AL TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FL-AL TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan. ALDOT plans include Alabama's Statewide Long-Range Plan and Statewide Freight Plan (FP).

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.

[21] Resolution FL-AL 23-05; A Resolution of the Florida-Alabama Transportation Planning Organization Adopting Targets for System Performance, Pavement, and Bridge Measures. Adopted April 12, 2023.

System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.
- The Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama's infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama's infrastructure system. Three goals in the 2022 plan relate to congestion reduction, system performance and freight:
    - Congestion Reduction- To achieve a significant reduction in congestion on the National Highway System (NHS)
    - System Reliability- To improve the efficiency of the surface transportation system.
    - Freight Movement and Economic Vitality- To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- The 2022 Alabama Statewide Freight Plan[22] (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama's multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The 2022 Alabama Statewide Freight Plan did not indicate truck bottleneck locations in the FL-AL TPO planning area.

The FL-AL TPO 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements.

[22] Source: ALDOT Freight Planning webpage. https://www.dot.state.al.us/programs/FreightPlanning.html

System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

Both Florida and Alabama DOT's have numerous active resurfacing and safety projects on US and state roads within the FL-AL TPO. Larger highway projects are described below which are expected to have a more profound effect on system reliability and operational improvement.

FDOT efforts to address system performance in the FL-AL TPO include: [23]

- I-10/Highway 29 interchange reconfiguration, and seven miles of I-10 improvements including adding additional travel lanes (Project Number 222476-1) in Escambia County
- I-10 at Nine Mile Road bridge replacement (Project Number 442749-1) in Escambia County
- Bridge replacement on US 90 over Simpson River Bridge (Project Number 435816-1) in Santa Rosa County.

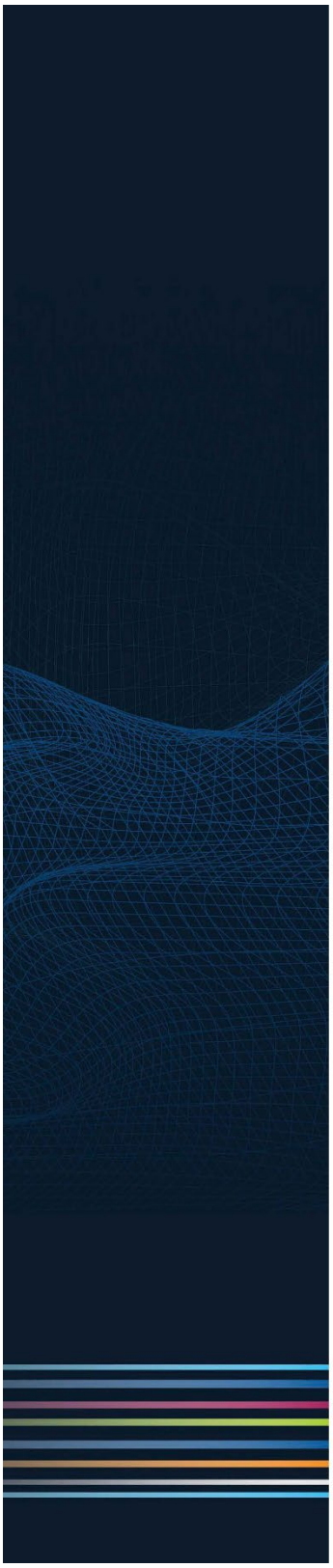
ALDOT transportation improvement projects to address system performance within the FL-AL TPO include:

- 2.75 miles of resurfacing County Road 99 in Lillian, Baldwin County, Alabama (Project Number RA-BCP HW24002).[24]
- In April 2024 the State of Alabama agreed to purchase the Foley Beach Express Bridge in Orange Beach. The bridge was formerly tolled. Upon the state's purchase the 14-mile-long bridge became toll free (May 2024). After the 2026 completion of the Intercoastal Waterway Bridge, currently under construction, the Beach Express Bridge will be converted to carry northbound traffic and the new ALDOT bridge will carry southbound traffic – creating "one-way pairs," parallel paired bridges to move traffic more efficiently to and from Alabama's beaches. ALDOT plans to improve local roadways in Orange Beach to achieve better traffic flow and efficiency in the city.[25]

The focus of Florida Alabama TPO's investments that address system performance and freight include programs and strategies or major projects funded in the TIP and the LRTP that address system performance and freight on the Interstate and non-Interstate NHS in the TPO area, such as those in the following categories:

- Intersection improvements (on NHS roads);
- Investments in transit, bicycle, or pedestrian systems that promote mode shift;
- Freight improvements (Interstate) that increase reliability (could include improved weigh stations, addressing identified truck bottlenecks on the Interstate, etc.); and
- ITS projects or programs.

[23] Source: FLDOT Northwest Florida Roads project search https://www.nwflroads.com/search
[24] Source: Association of County Commissioners of Alabama's Alabama 2024 County Transportation Plans, Baldwin County, https://www.alabamacounties.org/rebuildal/county-transportation-plans/
[25] Source: Office of the Governor , State of Alabama Press Release, April 18, 2024 https://governor.alabama.gov/newsroom/2024/04/governor-ivey-announces-state-to-buy-foley-beach-express-bridge-in-baldwin-county-bridge-to-become-toll-free-immediately-upon-acquisition-by-state/



Section 5
Transit Asset Management Measures

5.0 Transit Asset Management Measures

5.1 Transit Asset Performance

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures. Table 5.1 below identifies the TAM performance measures.

Table 5.1 FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) Scale

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each TPO in which the transit provider's projects and services are programmed in the TPO's TIP. TPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, TPO targets must be established when the TPO updates the LRTP (although it is recommended that TPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update TPO targets).

When establishing TAM targets, the TPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the TPO planning area. TPO targets may differ from the targets established by a provider, especially if there are multiple providers in the TPO planning area. Public transit providers, states, and TPOs must coordinate with each other in the selection of performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT or ALDOT) for the entire group.

A total of 19 transit providers participated in the 2022 FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). These are FDOT's Section 5311 Rural Program subrecipients and are listed in Table 5.2. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026.

Table 5.2 Florida Group TAM Plan Participants

District	Participating Transit Providers
1	Central Florida Regional Planning Council Hendry County
2	Baker County Council on Aging Levy County Transit Nassau County Council on Aging/Nassau TRANSIT Ride Solution (Putnam County) Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit Calhoun County Senior Citizens Association Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transportation
4	*No participating providers*
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	*No participating providers*

As shown in the following Table 5.3, Alabama has a total of 28 transit providers participating in the 2020 ALDOT Group-Sponsored TAM Plan. The FY 2020 TAM Plan Update (published June 2021) was developed with and covers ALDOT's Tier II transit providers, specifically organizations that are recipients of Sections 5311 and 5307 FTA program funding. The Subrecipients included in this TAM Plan provide Demand Response and Fixed Route Service. ALDOT and its Subrecipients adopted initial internal performance targets in January 2017. It was agreed that the performance targets would be reviewed and updated annually to reflect both the state of the fleet and the anticipated investments for the upcoming year. Each Subrecipient formally agreed to be part of the Group TAM Plan process and remained in close contact with ALDOT staff throughout the plan development. The recommendations and implementation actions from the 2018 TAM Plan were reviewed, performance measurements were analyzed for suitability, and performance targets were assessed. The revised performance measures for FY 2020 Revenue Vehicles and Equipment Non-Revenue Service Vehicles are discussed and shown in Section 5.2 Transit Agency Targets in the ALDOT Group Plan area. ALDOT's TAM Plan will be updated, at a minimum every four years.

Table 5.3 Alabama Group TAM Plan Participants[26]

Formal Agency Name	Business Entity
Alabama-Tombigbee Regional Commission	ATRC Rural Transportation
Area Referral and Information Service for the Elderly	A.R.I.S.E. Inc.
Autauga County Commission	Autauga County Rural Transportation
Baldwin County Commission	Baldwin Regional Area Transit System (BRATS)
Birmingham Regional Paratransit Consortium	ClasTran
Blount County Commission	Blount County Public Transportation
Chilton County Commission	Chilton County Transit
City of Eufaula	Eufaula/Barbour Transit Authority
City of Guntersville	Guntersville Public Transportation
City of Troy	Pike Area Transit System (PATS)
Covington County Commission	Covington Area Transit System (CATS)
Cullman County Commission	Cullman Area Rural Transportation System (CARTS)
Dekalb County Commission	Dekalb County Rural Transportation
East Alabama Regional Planning and Development Commission	Area Wide Community Transportation Service (ACTS)
Educational Center for Independence	Educational Center for Independence
Escambia County Commission	Escambia County Alabama Transit System (ECAT)
Etowah County Commission	Etowah County Rural Area Transportation
H.E.L.P. Inc.	H.E.L.P. Inc.
Jackson County Commission	Jackson County Rural Transportation
Lee-Russell Council of Governments	Lee County Express (LETA) Phenix City Express (PEX)
Macon County Commission	Macon County Rural Transportation Program
Madison County Commission	Transportation for Rural Areas of Madison County (TRAM)
North Central Alabama Regional Council of Governments	NARCOG Regional Transit Agency
Northwest Alabama Council of Local Governments	NACOLG Transit
SE AL Regional Planning and Development Commission	Wiregrass Transit Authority
St. Clair County Commission	St. Clair County Rural Transportation Program
Walker County Commission	Walker County Rural Transportation Program
West Alabama Health Services, Inc.	West Alabama Public Transportation

[26] Source: FY 2020 TAM Plan Update

The TPO has the following Tier I and Tier II providers operating in the region.

- Tier I: None
- Tier II: Escambia County Area Transit (ECAT) and Tri-County Community Council in Florida, and Baldwin Regional Area Transit System (BRATS) in Alabama.

All three (3) providers are considered Tier II providers. Escambia County Area Transit (ECAT), a provider serving the greater Pensacola area, is not part of the FDOT Group TAM Plan. The other two transit providers, Tri-County Community Council (FL) & Baldwin Regional Area Transit System (AL) are included in group TAM plans developed by the FDOT Public Transit Office in Tallahassee and the ALDOT office in Montgomery.

5.2 Transit Agency Targets

Escambia County Area Transit (ECAT) established transit asset targets identified in Table 5.4. The ECAT Transit Development Plan 2022-2031 includes a funded capital project to transition older fleet to electric vehicles. The proposed project is to start this transition in 2024 at a rate of two vehicles per year. The operations and maintenance facility is proposed to be expanded to support the growth of the system however, it is not funded or have a construction timeline.[27]

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. Based on FY 24 reporting to the National Transit Database, the table summarizes both existing conditions for the most recent year available, and the targets.

Table 5.4 FTA TAM Targets for Escambia County Area Transit (ECAT)

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway Bus	22.22%	10%
	Full Size Bus	33.33%	10%
	Body on Chassis	0	n/a
	Van	0	n/a
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Automobiles	33.33%	33%
	Trucks and other Rubber Tire Vehicles	20%	30%
	Steel Wheel Vehicles	n/a	n/a
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities Administrative/Maintenance Facilities	n/a 50%	n/a 50%

[27] Source: Escambia County Area Transit- Transit Development Plan 2022-2031

Transit Asset Management Measures

Tri-County Community Council is part of the Group TAM Plan for Fiscal Years 2022-2023 through 2025-2026 developed by FDOT for Tier II providers in Florida and coordinates with FDOT on reporting of group targets to NTD. The FY 2022 Performance Data, FY 2023 Performance Data and 2024 targets for the Tier II providers are shown in Table 5.6 ALDOT Group Plan Transit Asset Management Targets for Tier II Providers. Note: FDOT will provide an update once FY 2024 performance and FY 2025 targets are available.

Baldwin Regional Area Transit System (BRATS) currently participates in the ALDOT 2020 Group TAM Plan along with for Fiscal Years 2022-2023 through 2025-2026. The TAM Plan was developed by ALDOT for Tier II providers in Alabama. The providers coordinate with ALDOT on reporting group targets to NTD. Based on findings in the ALDOT FY 2020 Group-Sponsored Transit Asset Management Plan[28], published June 2021, FY 2020 performance targets, 2020 asset conditions and 2023 targets for Alabama Tier II providers are shown in Table 5.6.

The statewide group TAM targets for both FDOT and ALDOT are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets during the next fiscal year. FDOT FY 2021 performance targets were met for automobile, cutaway bus, mini-van and van Revenue Vehicles. Performance targets for Equipment Non-Revenue Vehicles-Trucks were met. ALDOT FY 2020 performance targets were met for van and bus Revenue Vehicles. Targets for Equipment Non-Revenue Vehicles and Facilities were both met for FY 2020. Tables 5.5 and 5.6 summarize both existing conditions for the most recent year available, and the current targets.

[28] Source: ALDOT FY 2020 Group-Sponsored Transit Asset Management Plan

Table 5.5 FDOT Group Plan Transit Asset Management Targets for Tier II Providers

Asset Category - Performance Measure	Asset Class	FY 2022 Asset Conditions	FY 2021 Performance	FY 2024 Target
Revenue Vehicles				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0%	66.67%	66.00%
	Bus	20.46%	12.22%	12.00%
	Cutaway Bus	9.32%	18.47%	18.00%
	School Bus	95.00%	100.0%	0%
	Mini-Van	18.61%	31.71%	31.00%
	SUV	19.00%	6.45%	6.00%
	Van	38.55%	35.71%	35.00%
Equipment				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue Auto	71.25%	71.43%	71.00%
	Trucks and other Rubber Tire Vehicles	5.94%	8.82%	8.0%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/ Parking Facilities	0%	0%	0%
	Administration/ Maintenance Facilities	6.34%	9.09%	9.00%

Table 5.6 ALDOT Group Plan Transit Asset Management Targets for Tier II Providers[29]

Asset Category - Performance Measure	Asset Class	FY 2020 Asset Conditions	FY 2020 Performance	FY 2023 Target
Revenue Vehicles				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0%	0%	0%
	Bus	63%	57%	reduce by 5% of current active inventory
	Cutaway Bus	42%	45%	reduce by 5% of current active inventory
	School Bus	0%	0%	0%
	Mini-Van	38%	41%	reduce by 5% of current active inventory
	SUV	0%	0%	0%
	Van	64%	62%	reduce by 5% of current active inventory
Equipment				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue Auto	43%	43%	reduce current inventory by 10%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/ Parking Facilities	0%	0%	0%
	Administration/ Maintenance Facilities	Met	Met	No more than 20% of FTA funded facilities with a condition rating below 3.0 (Adequate)

On September 12, 2018, the FL-AL TPO agreed to support Escambia County Area Transit (ECAT) transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

[29] Source: FY 2020 TAM Plan Update

5.3 TPO Transit Asset Management Performance

As discussed above, TPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, TPO's must revisit targets each time the TPO updates the LRTP. TPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the TPO planning area. TPO targets may differ from agency targets, especially if there are multiple transit agencies in the TPO planning area.

On September 12, 2018 the FL-AL TPO established transit asset targets for the TPO planning area, by Resolution 18-30 which supported the DOT targets and are adopted annually by the transit provider. These targets are summarized in Table 5.7.

These targets for the TPO planning area reflect the targets established by ECAT through their Transit Asset Management Plans as well as the statewide targets established by FDOT and ALDOT for providers participating in the Group TAM Plan, which includes Tri-County Community Council and BRATS.

Table 5.7 provides the 2024 asset condition for ECAT. Targets for 2025 are for FDOT and ALDOT, respectively. Additional funding for revenue and non-revenue vehicles can assist transit providers in achieving performance targets through the purchase of newer vehicles.

Table 5.7 FL-AL TPO Transit Asset Management Targets

Asset Category - Performance Measure	Asset Class	FY 2024 Asset Condition[30]	FY 2024 Target	FY 2025 Target
	Revenue Vehicles			
Age - % of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	Cutaway Bus	22.22%	10.00%	Reduce by 5% of current inventory (both FL and AL)
	Full Size Bus	33.33%	10.00%	Reduce by 5% of current inventory/ (both FL and AL)
	Body on Chassis	n/a	n/a	Reduce by 5% of current inventory/ reduce by 10% of current inventory
	Van	0.00%	n/a	Reduce by 5% of current inventory/reduce by 10% of current inventory
	Equipment			
Age - % of non-revenue vehicles that have met or exceeded their ULB	Automobile	33.33%	33.33%	Reduce by 10% that have met or exceeded their ULB (both FL and AL)
	Trucks and other Rubber Tire Vehicles	20.00%	30.00%	Reduce by 10% that have met or exceeded their ULB (both FL and AL)
	Facilities			
Condition - % of facilities with a condition rating below 3.0	Passenger Facilities	n/a	n/a	Fund no more than 20% of FTA facilities with a condition rating below 3.0

[30] Source: National Transit Database, FY2024 Reporting-40038 Escambia County Board of County Commissioners, Florida- Transit Asset Management Performance Measure Targets (A-90)

5.4 Transit Asset Management Performance

Escambia County Area Transit (ECAT) provides public transportation throughout the Escambia County area including Pensacola Beach. Included in the mass transportation system is fixed–route bus service, ADA paratransit service, seasonal Pensacola Beach trolley service for the Santa Rosa Island Authority, and University of West Florida (UWF) on–campus trolley service. ECAT is not a part of the FDOT TAM Plan. The 2022 NTD annual agency profile for ECAT indicates since 2020 the operating expenses per vehicle have trended upward for both bus and demand response. The largest operating expense category is labor (51%) followed by purchased transportation (28%). This data contrasts with the downward trend for operating expenses per passenger mile. This metric peaked in 2021 for both bus and demand response. It is assumed after the Covid period in 2020 labor costs were higher due to employee hiring/training and new/additional processes. In 2022 Annual Passenger Miles Traveled was 4,610,071 compared to 2021 data of 4,127,510 miles; an 11 percent increase. To supply the increased ridership 45 vehicles were directly operated and 41 vehicles of purchased transportation (demand response). There are 121 vehicles available for maximum service to accommodate further increases in ridership (49 buses and 72 vehicles for demand response). The average age of the fleet vehicles is 9.4 years for buses and 3.8 years for demand response. NTD data for 2022 indicates revenue vehicles were the largest category for use of capital with $2,081,530 or 65 percent of the total $3,089,549 capital funds expended.[31] ECAT Based on NTD historical data including operating expense, use of capital funds and average age of revenue vehicles, it is assumed that ECAT will meet their established TAM performance goals.

Tri-County Community Council provides demand response service for disadvantages residents of Holmes, Walton, Washing and Santa Rosa Counties in Florida. Transportation services are available for all residents who meet eligibility requirements of sponsoring agencies[32], therefore ridership is not directly impacted by service area population increases as it is with ECAT or BRATS. The NTD 2022 Annual Agency Profile for Tri-County Community Council indicates Annual Unlinked Trips increased by 2,829 trips from 2021 to 2022 reporting periods. All capital funds expended in 2022 went to the Federal government. Both Annual Vehicle Revenue Miles and Annual Vehicle Revenue Hours decreased from 2021 to 2022 while the number of vehicles operated in maximum service increase by four vehicles. The average fleet age is 6.8 years.[33] ECAT Based on NTD historical data including operating expense, use of capital funds and average age of revenue vehicles, it is assumed that the Tri-County Community Council will meet the FDOT established TAM performance goals primarily as a result of the service being wholly on demand and funded by other parties.

The ALDOT 2020 TAM Plan Update reported major mechanical system failures for transit providers. The NTD Policy Manual- Resource Data Requirements describes major mechanical system failures as failures of some mechanical element of the revenue vehicle not caused by a collision, natural disaster, or vandalism that prevents a vehicle from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns. Baldwin County Commission (provider Baldwin Regional Area Transit System (BRATS)) reported eleven major mechanical failures in 2020 resulting in disruption of 31,851 passenger service miles in 2020. Service failures contribute to the system reliability performance and targets that are a part of the Public Transportation Agency Safety Plan. Appendix D of the ALDOT 2020 TAM Plan (Condition Analysis-Rolling Stock-Revenue Vehicles) indicates BRATS has 47 vehicles in service. ALDOT developed an evaluation tool to rank

[31] Source NTD 2022 and 2021 Annual Agency Profile- Escambia County Board of County Commissioners https://www.transit.dot.gov/ntd/transit-agency-profiles/escambia-county-board-county-commissioners-fl
[32] Source: Tri-County Community Council, Inc website https://tricountycommunitycouncil.com/?page_id=82
[33] Source: NTD 2022 and 2021 Annual Agency Profile- Tri-County Community Council https://www.transit.dot.gov/ntd/transit-agency-profiles/tri-county-community-council-inc-0

Transit Asset Management Measures

and assess the replacement priority of a revenue vehicle. The tool considers, in combination, age, mileage and condition of the vehicles. Three vehicles are categorized by the provider as being in Poor condition with high mileage and major mechanical flaws needing major repairs to keep the vehicle in service. Thirty-three vehicles are categorized as being in Fair condition with high mileage and noticeable mechanical flaws. Eleven vehicles are categorized in Good condition with average mileage in relation to age and minor mechanical flaws. BRATS does not identify any vehicles in Excellent condition with low mileage in relation to age and no visible mechanical flaws. Of the 39 vehicles ALDOT identified in 2020 as high priority replacement vehicles, two vehicles were identified for BRATS.

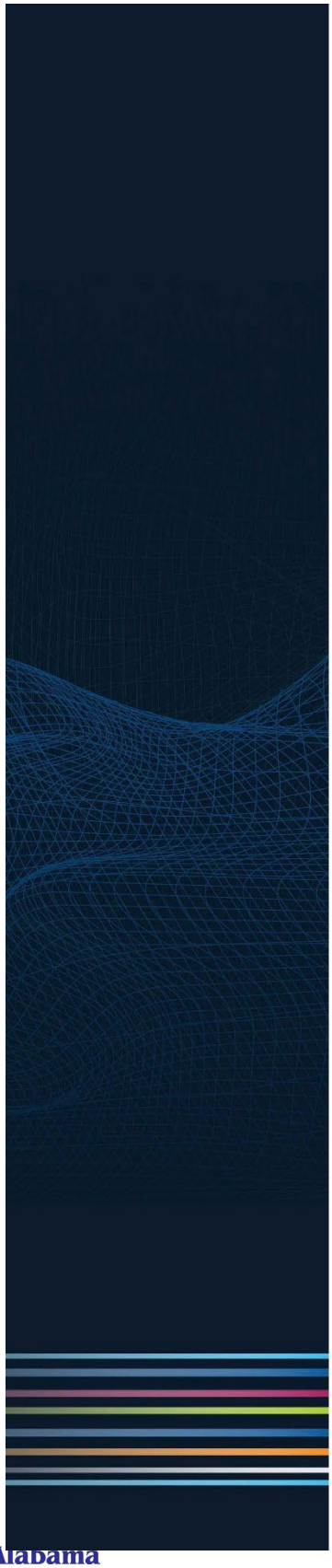
BRATS 2022 NTD Annual Report indicates an upward trend line since 2020 (Covid period) with operating expenses per passenger mile approaching $2.50. The fleet average is 6.5 years. BRATS operating expense is based on a service area of 59 square miles and a population approaching 77,000.[34] Achieving TAM performance goals in the FL-AL TPO may be challenging in the short-term until more reliable revenue vehicles for BRATS are put into service.

The FL-AL TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the TAM Plans and the current FL-AL TPO 2050 LRTP.

The Transit Projects identified in the Florida- Alabama TIP will assist in keeping the transit vehicles and facilities in State of Good Repair. In the future, the TPO will provide an analysis of TAM in the TIP as multiple years of history are available. Currently, this type of analysis is not required in the TIP. The LRTP also contained a multimodal Cost Feasible Plan scenario that contained several transit projects for transit capital funds. Escambia Area Transit received CARES (Coronavirus Aid, Relief, and Economic Security) Act funds and monies from the Local Option Gas Tax. The 2050 Long Range Transportation Plan also references Federal Transit funds that flow through the designated transit provider (Escambia County Area Transit) that also have monies that go to Baldwin Regional Area Transit in Baldwin County Alabama. These dollars help maintain the vehicles and facilities in the State of Good Repair. The TIP includes specific investment priorities that support the TPO's goals including safety, efficiency, connectivity, economic vitality, security, quality of life, and the planning process which guide the Evaluation Criteria. The Evaluation Criteria in the LRTP filters down to Project Priorities, and the TIP.

As identified in CFR 450.326(d), a description of the anticipated effect of the TIP toward achieving the performance targets in the metropolitan transportation plan was included in the 2050 Long Range Transportation Plan which was adopted on October 14, 2020. The 2050 Long Range Transportation Plan also included a Systems Performance Report for Performance Measures.

[34] Source: NTD 2022 and 2021 Annual Agency Profile-Baldwin County Commission https://www.transit.dot.gov/ntd/transit-agency-profiles/baldwin-county-commission



Section 6
Transit Safety Performance

6.0 Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

6.1 Transit Safety Performance Measures

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017, and updated in April 2024. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.[35]

In Alabama, transit agencies develop their own Public Transportation Agency Safety Plans. The transit agency's governing body adopts their respective safety plan. The ALDOT reviews, approves and monitors the implementation of the Public Transportation Agency Safety Plan to ensure compliance with the oversight agency's program standard at each transit agency.

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to TPOs to aid in the planning process. TPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, TPO targets must be established when the TPO updates the LRTP (although it is recommended that TPOs reflect the current transit provider targets in their TIPs).

[35] FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at ptasp-14-90-guidance-document 09112019.docx (live.com)

When establishing transit safety targets, the TPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the TPO planning area. In addition, the FL-AL TPO must reflect those targets in LRTP and TIP updates.

6.2 Transit Agency Safety Targets

The following transit provider(s) operate in the FL-AL TPO planning area: Escambia County Area Transit (ECAT) and Tri-County Community Council both operate in Florida with Baldwin Regional Area Transit System (BRATS) operating in Alabama. Tri-County Community Council provides demand response service and does not receive FTA Urbanized Area Formula Grant funding, therefore, safety plans that include the process and procedures to implement Safety Management Systems (SMS) are not required. BRATS and ECAT are responsible for developing a PTASP and establishing transit safety performance targets annually. BRATS and ECAT established their 2021 transit safety targets as shown in Table 6.1. Since the target for total number of reportable fatalities, total number of reportable injuries and total number of reportable safety events is zero, the corresponding rates are also zero.

Table 6.1 2021 Transit Safety Performance Targets for BRATS and ECAT

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Events (rate)	System Reliability
BRATS Demand Response	0	0	5	<1	5	<1	49,080
ECAT Demand Response	0	0	0	0	0	0	71,053
ECAT Fixed Route	0	0	0	0	0	0	30,361

Since the Florida-Alabama TPO Planning Boundary crosses state lines, the TPO must plan and program projects to contribute towards separate targets—one set for each State in which the planning area exists.

On January 13, 2021, by Resolution 21-07, the FL-AL TPO agreed to support Baldwin Regional Area Transit System (BRATS) and Escambia County Transit System (ECAT) transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

6.3 TPO Transit Safety Targets

As discussed above, TPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, TPO's must revisit targets each time the TPO updates the LRTP. TPOs can either agree to program projects that will support the transit provider targets or establish separate regional targets for the TPO planning area. TPO targets may differ from agency targets, especially if there are multiple transit agencies in the TPO planning area that are subject to the PTASP requirements.

Transit Safety Performance

On January 13, 2021 by Resolution 21-07, the FL-AL TPO established transit safety targets for the TPO planning area. Table 6.2 presents the FL-AL TPO transit safety targets for BRATS and ECAT services based on their 2021 performance targets. Since the target for total number of reportable fatalities, total number of reportable injuries and total number of reportable safety events is zero, the corresponding rates are also zero.

Table 6.2 FL-AL TPO Transit Safety Performance Targets

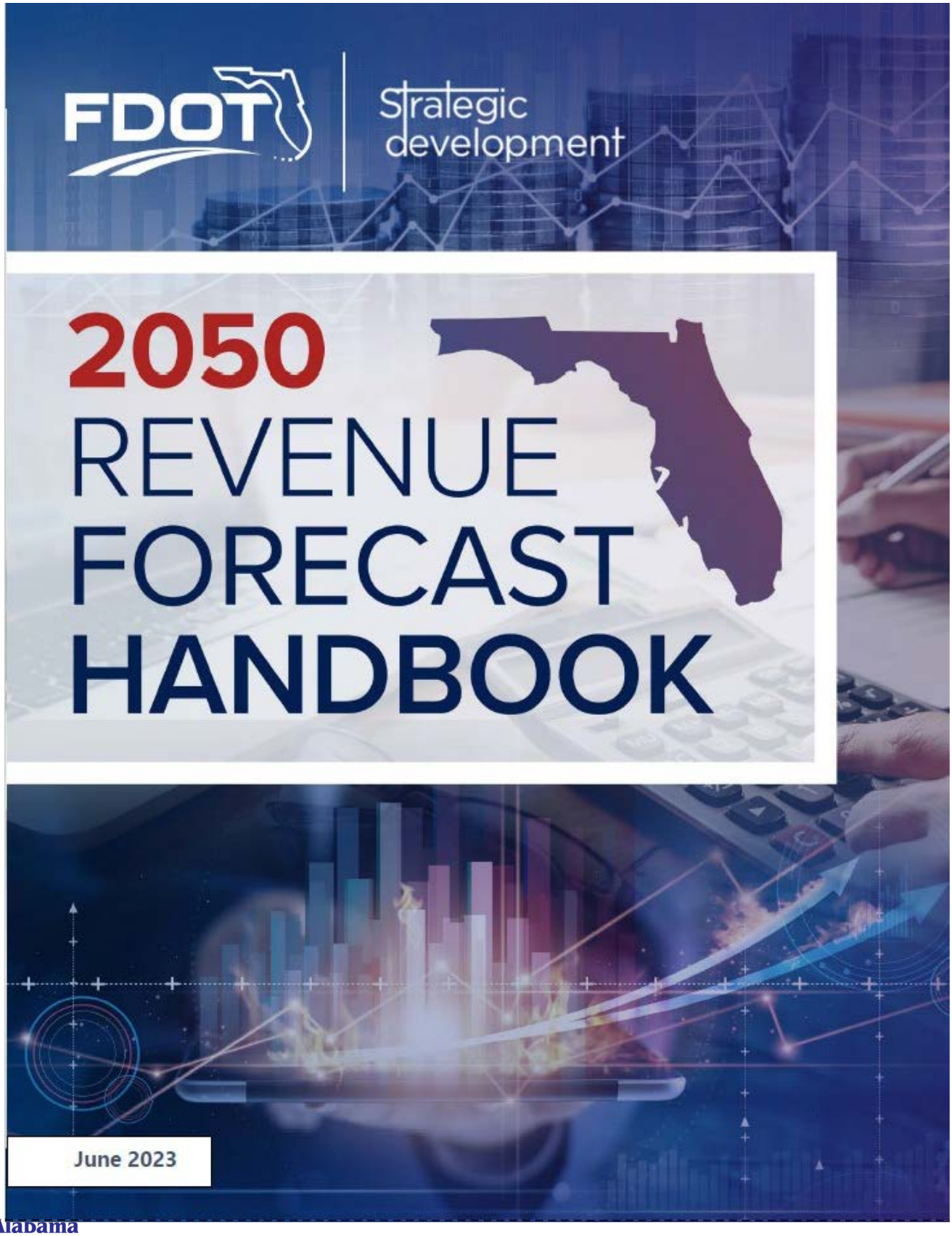
Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
BRATS Demand Response	0	0	5	<1	5	<1	49,080
ECAT Demand Response	0	0	0	0	0	0	71,053
ECAT Fixed Route	0	0	0	0	0	0	30,361

The targets for the TPO planning area reflect the same targets established by Baldwin Regional Area Transit System (BRATS) and Escambia County Transit System (ECAT) through their Public Transportation Agency Safety Plan(s).

6.4 Transit Safety Performance

The FL-AL TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Florida-Alabama TPO FY 2025-2029 TIP, the current Florida-Alabama TPO 2050 LRTP, the 2022-2031 Escambia County Transit Development Plan, and the FL-AL TPO 2050 LRTP. FTA funding, as programmed by the region's transit providers, FDOT and ALDOT, is used for programs and products to improve the safety of the region's transit systems.

Appendix F: Revenue Forecast


FDOT
Strategic development
2050
REVENUE
FORECAST
HANDBOOK
June 2023

INTRODUCTION

Federal and Florida law require MPOs to have a financial plan in their LRTP.

The need for the long-range revenue forecast began with federal regulation originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). All federal transportation acts since have required Metropolitan Planning Organizations (MPOs [1]) to contain a financial plan in their Long Range Transportation Plan (LRTP[2]). This requirement is codified in Title 23 United States Code (USC) Section 134 and Title 23 Code of Federal Regulations (CFR) Part 450.324(f)(11). Florida law also requires MPOs to have a financial plan in their LRTP (Section 339.175(7)(b), Florida Statutes.)

The federal law and regulations specify that an MPO's financial plan demonstrate how the adopted transportation plan can be implemented, indicate resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommend any additional financing strategies for needed projects and programs. The financial plan must demonstrate fiscal constraint and ensure that the LRTP reflects realistic assumptions about future revenues.

Additionally, the federal law indicates that the MPO, applicable transit operator, and State are to cooperatively develop estimates of funds that will be available to support plan implementation. In response, the Florida Department of Transportation (FDOT) prepares a long-range revenue forecast of federal and state funds in consultation with the Florida MPO Advisory Council (MPOAC) that can be used by all Florida's MPOs. This forecast is prepared approximately every five years to align with the LRTP update schedule for Florida's MPOs.

A statewide revenue forecast developed cooperatively provides ***consistency*** in the assumptions and approaches used when estimating future federal and state funding for both FDOT and MPO plan development. This includes providing estimates through the agreed upon horizon year and serves as the basis for financial planning for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) and for all 27 MPO LRTPs. Throughout the process, it is FDOT's goal to provide ***transparency*** with communication via working groups, regular updates to the MPOAC, and development of a handbook (this document) to detail the process for producing the revenue forecast.

This *2050 Revenue Forecast Handbook* documents the purpose, basis, and use of the handbook; an overview of roles, responsibilities, and coordination for the revenue forecast process; and the methodology details of how the forecast is prepared, produced, and delivered to each MPO.

[1] For this document, MPO refers to all forms of an MPO including Metropolitan Planning Organization (MPO), Transportation Planning Organization (TPO), Transportation Planning Agency (TPA), and Metropolitan Transportation Planning Organization (MTPO).

[2] For this document, LRTP is used generally to refer to a MPO's long range transportation plan and encompasses other names that may be used for this purpose (e.g., metropolitan transportation plan).

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

PURPOSE, BASIS, AND USE OF THE HANDBOOK

PURPOSE

The purpose of this handbook is to provide FDOT and MPO staff and consultants with the detailed process for preparing, producing, reviewing, and delivering the long-range transportation revenue forecast to the MPOs for use in their 2050 LRTP update process.

BASIS

THE OVERALL BASIS OF THE FORECAST IS SUMMARIZED IN THESE SIX POINTS:

- **Follows current federal and state laws, applicable regulations, and FDOT policies. For state funds, it is based on assumptions concerning factors affecting state revenue sources such as population growth rates and motor fuel consumption and tax rates.**
- **Uses FDOT's Program and Resource Plan (PRP) as the financial basis for the forecast. This is the financial planning document used by FDOT for the 10-year period that includes the Five-Year Work Program.**
- **Considers only federal and state funds that "pass through" the FDOT Five-Year Work Program. Federal funds include all federal aid that passes through the FDOT budget. State funds include state revenues such as motor fuel taxes, motor vehicle fees, tourism-based taxes, and other sources. Turnpike Enterprise revenue estimates are not included in this revenue estimate. For Turnpike project information, refer to the Turnpike Ten-Year Finance Plan.**
- **Consolidates the program information in the PRP into three categories for how the estimates will be provided: statewide estimates, districtwide estimates, and MPO estimates.**
- **Does not include estimates for local governments, local/regional authorities, private sector, federal funds that go directly to MPOs or transit operators, or other funding sources except as noted. While these other fund sources are not part of the FDOT statewide revenue forecast, they should be considered as part of the overall MPO forecast based on their information source.**
- **Estimates the value of money at the time it will be collected and reflects future revenue. Future revenue is often referred to as year of expenditure (YOE) dollars. Growth factors[3] are applied to revenue amounts following the Five-Year Work Program. MPOs should adjust project costs to YOE dollars to ensure costs and revenues are expressed using the same time frame. Appendix E provides detail for adjusting project costs using agreed upon inflation factors[4] to convert present day project costs to project costs in YOE dollars. Therefore, all amounts in the forecast are expressed in YOE dollars.**

[3] For this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050.

[4] For this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure.

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HANDBOOK USE

Florida's MPOs are advised to use the revenue estimates provided by FDOT along with this handbook to assist in the update of their LRTPs. However, if an MPO does not use the FDOT revenue forecast, they are required to develop their own independent forecast and document the methodology used to produce their own revenue forecast.

Federal Highway Administration (FHWA) recommends (based on 23 CFR 450.324(f)(11)(ii)) that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development and provide stakeholders with information and the analysis performed to produce the anticipated revenues. This is also documented in the *2018 Federal Strategies for Implementation Requirements for LRTP Updates for the Florida MPOs* provided by the FHWA Florida Division Office. In the case that an MPO develops their own independent forecast, it is advised that documentation of the approved methodology and assumptions be included in the LRTP.

FHWA recommends that the FDOT 2050 Revenue Forecast be included in an appendix to the LRTP to demonstrate cooperative development.

The projected dollar values provided in this forecast should be used for planning purposes only during the LRTP update process. There should be no expectation these specific estimates will be programmed beyond what is in the 2023/24 – 2027/28 Five-Year Work Program and they do not represent a state commitment for funding, either in total or in any 5-year time period.



OVERVIEW OF ROLES, RESPONSIBILITIES, AND COORDINATION

The creation of the revenue forecast is a collaborative effort between multiple FDOT Central and District offices as well as the MPOAC and MPOs. Since 1994, FDOT has worked with the MPOAC to develop the long-range revenue forecast to comply with federal requirements for developing cost feasible transportation plans and to demonstrate coordinated planning for transportation facilities and services in Florida. This section provides a brief description of the roles and responsibilities of FDOT, the MPOAC, and the MPOs in developing the revenue forecast as well as the approach for coordination.

ROLES AND RESPONSIBILITIES

FDOT CENTRAL OFFICE – FORECASTING AND TRENDS OFFICE AND OFFICE OF POLICY PLANNING

The Forecasting and Trends Office (FTO) provides forecasting and analysis linking transportation planning and implementation. The Office of Policy Planning (OPP) oversees a wide range of efforts and programs that lay the groundwork for transportation programming and project development including coordination with Florida's metropolitan transportation planning processes. Together, they led the effort for initiating, coordinating, producing, and delivering the revenue forecast. Responsibilities of FTO and OPP related to the revenue forecast included:

- Leading the Central Office (CO) Revenue Team consisting of the FTO Manager, OPP Director, and applicable staff;
- Coordinating with the Finance, Program and Resource Allocation staff in the Office of Work Program and Budget (OWPB) to review and understand applicable financial data for the revenue forecast;
- Leading the update of the Financial Guidelines for Florida MPO 2050 LRTPs[5];
- Coordinating with the MPOAC and MPOs regarding production and distribution of the revenue forecast;
- Working with the FDOT Systems Implementation Office (SIO) to provide revenue forecasts for the Strategic Intermodal System (SIS) Cost Feasible Plan (CFP);
- Briefing management on results as production of the revenue forecast progresses;
- Conducting working group meetings with Districts and MPOs including preparation, facilitation, and summary;
- Providing updates to the MPOAC throughout the update process; and
- Collaborating with other FDOT offices as needed to review and refine the final revenue forecast to ensure consistency and transparency.

[5] The purpose of the *Financial Guidelines for Florida MPO 2050 LRTPs* is to provide uniformity in financial reporting within the MPO LRTP and to document the approach for FDOT, in cooperation with the MPOAC and Florida's MPOs, to prepare a long-range revenue forecast of state and federal transportation funds through 2050. It is prepared and agreed upon by both FDOT and MPOAC early in the update process.

FDOT CENTRAL OFFICE – OFFICE OF WORK PROGRAM AND BUDGET

The Office of Work Program and Budget (OWPB) has the responsibility of developing and managing FDOT's Five-Year Adopted Work Program and providing financial planning services to FDOT management. The responsibilities of the OWPB related to the revenue forecast include:

- Determining the PRP and FDOT's Five-Year Work Program snapshot date and providing the PRP snapshot built from FDOT's Five-Year Work Program that will be used in developing the forecasts including the extended forecast (through the horizon year) using agreed upon growth rates;
- Calculating growth rates based on information from the latest state Revenue Estimating Conference (REC);
- Discussing and finalizing growth rates with the CO Revenue Team; and
- Assisting with the review and feedback on draft forecast tables to ensure consistency and transparency.

FDOT WORKING GROUP (INCLUDING DISTRICTS)

To assist in the process of producing the revenue forecast, FDOT created an internal working group to receive, review, and provide feedback on draft documents related to the revenue forecast. This internal working group included Central Office staff from FTO, OPP, OWPB, and SIO as well as District MPO Liaisons and their designees. The responsibilities of the FDOT Working Group related to the revenue forecast include:

- Reviewing and proposing revisions to draft documents;
- Providing area/office specific input into the development of the revenue forecast methodology;
- Assisting with review of the draft and final revenue forecast; and
- Assisting with communication to MPOs regarding the revenue forecast.

MPO WORKING GROUP

To assist with communication and coordination with the MPOAC and the MPOs, FDOT created an MPO Working Group to provide input into the preparation of the revenue forecast used to develop the MPO 2050 LRTPs. This external working group included directors and/or staff from nine MPOs who volunteered to review and comment on draft documents related to the revenue forecast. The responsibilities of the MPO Working Group related to the revenue forecast include:

- Providing input on the *Financial Guidelines for Florida MPO 2050 LRTPs* and
- Providing input into the approach for conducting the revenue forecast.

COORDINATION

Throughout the development process, FTO and OPP coordinated with applicable FDOT offices, MPOAC, and the MPOs to ensure a timely, consistent, and transparent revenue forecast. Regular coordination fosters a cooperative and collaborative environment to assist in reconciling long-range plans; demonstrating coordinated planning for transportation facilities and services in Florida; and better documenting long-range needs in the state. The CO Revenue Team coordinated both internally and externally to ensure timeliness, consistency and transparency in the revenue forecast process.

INTERNAL

FTO and OPP engaged with OWPB early to review the FY 22/23 – 30/31 PRP (and later the FY 23/24 – 31/32 PRP). In addition, conversations with OWPB helped the team to understand the current trends resulting from the state's REC and its impact on growth rates for the forecast. Early conversations with the SIO also allowed for coordination of the estimates used in the development of the 2050 SIS CFP. Regular updates to District MPO Liaisons, via the FDOT Working Group, allowed them to be informed on the progress so they could communicate information to their respective MPOs. **Table 1** summarizes the FDOT Working Group meetings throughout the process.

Table 1. FDOT Working Group Meetings

DATE	TOPIC
November 16, 2021	Kick-off Meeting; discuss purpose and charge
December 14, 2021	Review previous forecast/discuss current approach
January 11, 2022	Discuss draft financial guidelines
February 8, 2022	Review draft financial guidelines
March 8, 2022	Finalize financial guidelines; discuss forecast table templates
April 5, 2022	Discuss changes to release schedule; finalize forecast table templates
June 7, 2022	Provide process update on forecast preparation; discuss boundary assumptions
October 6, 2022	Provide process update on forecast preparation
April 10, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

EXTERNAL

FTO and OPP regularly met with and updated the MPO Working Group as well as the MPOAC on various milestones throughout the process. These updates encouraged meaningful conversation about comments or concerns involving the revenue forecast and allowed FDOT to understand and address the concerns of the MPOAC. **Table 2** summarizes the MPO Working Group meetings throughout the process. **Table 3** summarizes the touch points with the MPOAC throughout the process.

Table 2. MPO Working Group Meetings

DATE	TOPIC
November 17, 2021	Kick-off Meeting; discuss purpose and charge
December 16, 2021	Review previous forecast/receive input on current approach
January 18, 2022	Discuss draft financial guidelines
April 7, 2022	Provide input on financial guidelines; provide update on release schedule
June 22, 2022	Provide update on boundary assumptions; discuss forecast table templates
October 14, 2022	Provide process update on forecast preparation
April 17, 2023	Provide process update on forecast preparation; discuss draft handbook
May 22, 2023	Review revenue forecast details with District Liaisons and MPO staff

Table 3. MPOAC Quarterly Meetings

DATE	TOPIC
January 27, 2022	Review revenue forecast update process; creation of working groups
April 28, 2022	Review financial guidelines
July 28, 2022	Provide process update on release schedule and forecast assumptions
October 27, 2022	Provide process update on forecast preparation
January 31, 2023	Provide process update on continued forecast preparation
April 27, 2023	Provide 2050 Statewide Revenue Forecast

FEDERAL AND STATE REVENUE FORECAST PROCESS METHODOLOGY

FDOT prepared the long-range revenue forecast for federal and state funds that "flow through" the FDOT Five-Year Work Program. The steps involved in this extensive effort included close coordination with the OWPB; regular updates with District and MPO staff; technical entry, analysis, and verification; quality review of the estimates; and final release of a revenue forecast for each of Florida's MPOs. In concert, the FDOT SIO was provided the same revenue forecast to develop the 2050 SIS CFP.

PREPARING THE REVENUE FORECAST

This section details the preliminary steps to prepare for the analysis of the forecast numbers and tables. The process for preparing the long-range revenue forecast is a collaborative effort among multiple FDOT offices. It starts approximately 32-36 months prior to the due date of the first MPO in the LRTP update cycle. This is to ensure that MPOs first in the update cycle have the forecast at least 15-18 months before their due date. The cycle described in this handbook kicked off in November 2021, approximately 35 months prior to the first MPO LRTP due for the 2050 cycle.

EARLY STEPS

To initiate the process, the CO Revenue Team reviewed prior forecasts, considered current issues impacting revenues, received and reviewed the February 2022 PRP snapshot[6] from the OWPB, and briefed FDOT management so they could inform the MPOAC of FDOT's intent to begin the update process. They also convened working groups, finalized the framework of the forecast, and documented the time frame used in the revenue forecast.

WORKING GROUPS

To provide valuable input into the process, FDOT convened the two working groups.

- The **FDOT Working Group** was an internal group consisting of District and Central Office staff who work with MPOs via their LRTP update process and have an interest/need to understand and use the revenue forecast, and
- The **MPO Working Group** was a volunteer based group of MPO directors and staff that had a desire to understand, provide input into, and will use the revenue forecast in the LRTP update process.

These Working Groups helped draft and refine the *Financial Guidelines for Florida MPO 2050 LRTPs* document. The guidelines document represented a collaborative effort to provide uniformity in financial

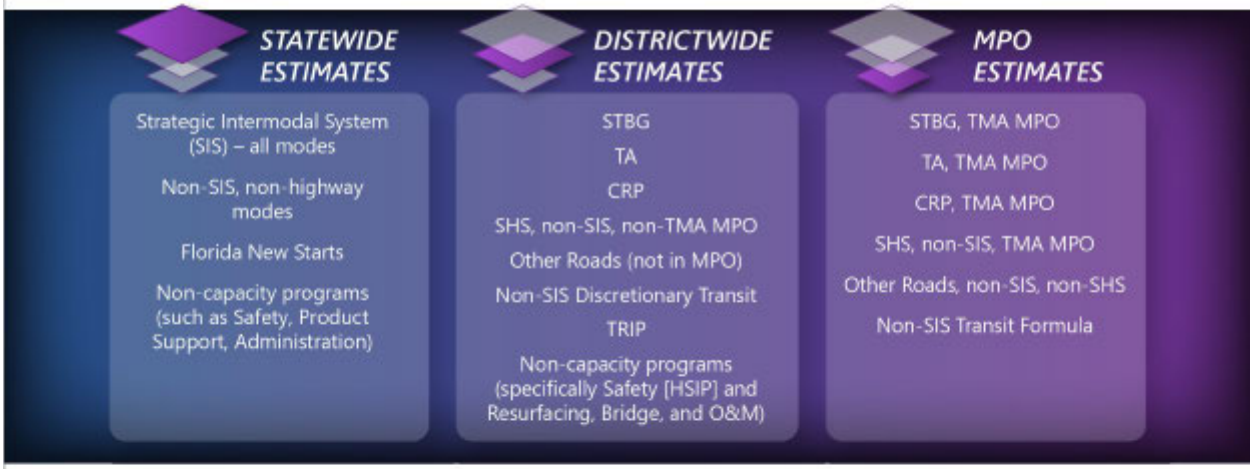
[6] The February 2022 PRP snapshot was used in early steps of the process; however, the final forecast was based on the March 2023 PRP snapshot as described later in this handbook.

reporting within the MPO LRTP update process and provided information for preparing the long-range revenue forecast to be used by all MPOs for financial planning in their plan updates.

FRAMEWORK

With feedback from the Working Groups, FDOT finalized the Revenue Forecast framework. This framework, shown in **Figure 1**, represents the organization of the revenue forecast beginning with revenue tables at the *statewide level* largely for informational purposes, followed by revenue tables at the *districtwide level* identifying revenues available to the Districts but programmed in consultation with the MPOs, and finally, revenue tables at the *MPO level* providing MPO-specific revenue estimates for Transportation Management Area (TMA[7]) funds, transit formula funds, and other revenues that are reasonably expected to be available in the MPO area through 2050. The Revenue Forecast framework is also documented in the *Financial Guidelines for Florida MPO 2050 LRTPs* document.

Figure 1. Revenue Forecasting Framework



TIMEFRAME

The next step to the revenue forecast process was identifying the time frame that the forecast would capture. The base year is the first year in the revenue forecast and the horizon year is the last year. Syncing up the horizon year with the LRTP update cycle provides a seamless use of the revenue forecast to the MPOs work on the Needs Plan and Cost Feasible Plan. The base and horizon years are for financial reporting purposes only and do not impact individual MPO selection of alternative base and horizon years for socio-economic data, modeling, and other purposes.

[7] Transportation Management Areas (TMA) are urban areas with a population over 200,000. All urban areas with less than 200,000 people are not considered a TMA. For the purposes of this handbook, MPOs in a TMA are called TMA MPOs and those not in a TMA are called non-TMA MPOs.

Aggregate time bands are identified to simplify reporting. Five-year time bands are used 15 years into the forecast. The final 10 years are shown as one time band. The individual time bands for this revenue forecast are 2023/24-2024/25 (gap between Work Program and first time band); 2025/26-2029/30; 2030/31-2034/35; 2034/35-2039/40; and 2039/40-2049/50. The use of time bands increases flexibility, reduces the need to "fine tune" project priorities, and decreases the number of LRTP amendments.

Revenue estimates provided to each MPO consist of the statewide, districtwide, and MPO level tables. The tables identify whether the source is federal or state and provides a dollar total for each aggregate time band.

INITIATING THE REVENUE FORECAST PROCESS

The starting point for preparing the revenue forecast is FDOT's annual Program and Resource Plan (PRP), a document providing planned commitment levels by year for all FDOT's programs. The PRP is essential to understanding the major programs, their resource requirements, and the projects they deliver. The program levels form the basis for FDOT's Finance Plan, Five-Year Work Program, and Legislative Budget Request (LBR). Annual estimates of funding levels through 2050 are based on federal and state laws and regulations and FDOT policies at the time the forecast is prepared. For files related to the current PRP, visit the Office of Work Program and Budget, Program and Resource Plan website.

Development of the PRP is guided in the broadest sense by FDOT's mission statement:

The department will provide a safe statewide transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

In addition, the Florida Transportation Plan (FTP), the state's long-range transportation plan documenting Florida's transportation goals and objectives, provides the policy framework for the PRP, the Five-Year Work Program, and the LBR.

Sound multimodal planning concepts and the best available forecasts of costs and funding are used in preparing the PRP. However, the PRP is vulnerable to future circumstances and events which may have a positive or negative impact on transportation resources such as variations in revenue projections, changes in regulations and laws, fluctuations in construction costs, and extraordinary and unpredictable changes in right-of-way land costs.

UNDERSTANDING THE FUNDING SOURCES

Chapter 334, Florida Statutes identifies FDOT as responsible for coordinating the planning of a safe, viable, and balanced state transportation system serving all regions of the state, and assuring the compatibility of all components, including multimodal facilities.

In carrying out its duties, FDOT adopts a Five-Year Work Program, which is a list of transportation projects planned for each fiscal year. State taxes and fees, along with federal aid, make up the primary funding sources for the work program. Other funding sources include tolls collected for certain facilities, proceeds from bond issuances, and local taxes and fees. These other funding sources are not considered in this revenue forecast.

The State Transportation Trust Fund (STTF) is legislatively authorized and used by FDOT to account for the administration of the maintenance and development of the state highway system and other transportation related projects. Florida receives both federal and state funds. The Federal aid in this forecast incorporates current federal legislation – *the Infrastructure Investment and Jobs Act* (IIJA) – for the federal fiscal years 2021/22 – 2025/26. Federal funds are obligated to states according to formulas determined by Congress. All programs in IIJA, existing and new, were considered in this revenue forecast. Urban and non-urban programs are distributed by population according to federal law.

The STTF's primary revenue sources are from state taxes and fees. The following state revenue sources are considered in the revenue forecast.

HIGHWAY MOTOR FUEL TAXES

The collection of state fuel taxes is administered by the Florida Department of Revenue (DOR). While most revenue from the Fuel Sales Tax is distributed to the STTF, set-asides are included for other funds. Primary state fuel sales taxes include:

Highway Fuel Sales Tax (indexed annually by the Consumer Price Index);
Off-Highway Fuel Sales Tax; and
State Comprehensive Enhanced Transportation System Tax (indexed annually by the Consumer Price Index).

Historically, revenues from these taxes are affected by short-term population growth and automatic tax rate increases (adjustments based on Consumer Price Index). They tend to grow at a faster pace than those from other sources. Isolated increases or decreases in growth rates are usually the result of external variables such as resulted from the COVID-19 pandemic.

TOURISM-BASED TAXES

Tourist-based taxes include those closely associated with tourism in the state. Florida DOR administers the collection of both aviation fuel tax and the rental car surcharge. Eighty percent of the revenue from the rental car surcharge is distributed to the STTF. The two tax sources are:

Aviation Fuel Tax and
Rental Car Surcharge.

Revenues from these taxes are heavily influenced by tourist activity. For example, higher growth rates in recent years were primarily the result of a rebound in tourism from the negative impacts of COVID limitations that impacted air travel and other travel restrictions.

MOTOR VEHICLE LICENSE RELATED FEES

These funds are primarily collected and administered by the Florida Department of Highway Safety and Motor Vehicles (FLHSMV) and distributed to the STTF among other funds. Primary state motor vehicle license related fees include:

- *Motor vehicle license fees;*
- *Motor vehicle license surcharges;*
- *Initial registration fees (also known as New Wheels on the Road); and*
- *Motor vehicle title fees.*

Revenues from these sources are mainly impacted by population growth and new car sales. For example, the negative growth rates in the future would result in a projected decline in the initial registration fees of new vehicles. Positive impacts to both of these variables are expected in the long term given predicted population growth.

DOCUMENTARY STAMP TAXES

The documentary stamp tax is levied on documents that include, but are not limited to, deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of indebtedness. They can fluctuate widely depending on the Florida real estate market and complex provisions in the law governing this source of Florida revenue. Currently, state law allows distributions to the STTF, not to exceed $466.75 million. FDOT programs that receive documentary stamp funding include Florida New Starts Transit Program, Small County Outreach Program (SCOP), Strategic Intermodal System (SIS), Transportation Regional Incentive Program (TRIP), and the Florida Rail Enterprise.

Revenues from this source are impacted largely by fluctuations in the real estate market among other things. Revenue is first distributed from this tax source to fund debt service for environmental programs and contributions to the land acquisition trust fund. Revenues are then distributed to the STTF in an amount not to exceed $466.75 million. Due to the statutory limit, flat growth is assumed once forecasted funds reach the cap and stays constant through the end of the forecast period. For this revenue forecast, forecasted funds reached the cap in fiscal year 2029/30.

DETERMINING THE GROWTH RATES

As the update process continued, the CO Revenue Team met with the OWPB to discuss the growth rates that were used to extrapolate the anticipated revenue from the last year of FDOT's Five-Year Work Program to the horizon year. The process for determining growth rates for both federal and state funds is described below.



GROWTH RATES FOR FEDERAL FUNDS

Federal funds are not based on factors such as population and/or economic growth, a common indicator of actual economic activity within a state. They are set through a political process determined by Congress. Federal funds are obligated to states for a set period of time. The current IIJA was passed for the federal fiscal years 2021/22 – 2025/26. The time period is certain unless the current act is extended or new federal legislation is enacted. Given the uncertain nature of when or how federal funds will be available beyond the current federal transportation act, FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. The level of federal funding to states has often increased with subsequent transportation acts, however, given the unpredictable nature of the congressional political process that produces the state allocations, FDOT remains conservative in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies.



GROWTH RATES FOR STATE FUNDS

FDOT calculates annual growth rates for state funds using information from the REC which considers the current and anticipated state of the economy and population. The REC is one of several conferences that are part of the statutorily required consensus estimating conference process. The REC is required to develop official forecasts for anticipated state and local government revenues as the conference determines the needs for the state planning and budgeting process. The three areas within the REC that provide forecasts for transportation-related funding flowing into the STTF include highway safety fees, transportation revenue, and general revenue (specifically documentary stamp revenue). The growth rates used in this revenue forecast are based on what is provided by the REC and are applied in fiscal years 2028/29 – 2049/50. Information on the growth rates used in this revenue forecast and how they were calculated are included in Appendix E.

OTHER FACTORS IMPACTING THE REVENUE FORECAST

Historically, the funding split for transportation funds in Florida has been approximately 25 percent federal and 75 percent state. Given the higher proportional share of funds from state sources, changes in the state's economy have a greater impact on the revenue forecast. However, the revenue forecast can be influenced by external factors at both the federal and state level.



FEDERAL

The federal forecast is completely dependent on transportation legislation passed by Congress and signed into law by the President. Federal transportation law dictates what each state receives. In 2021, the IIJA allocated funding to each state through reauthorization of existing programs as well as the creation of new programs for all modes of transportation. Florida is estimated to receive $13.5 billion in formula funds over the five-year transportation act which is an increase of 35 percent over the previous Act. In addition to funding historical programs like the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA), IIJA created new programs such as the Carbon Reduction Program (CRP) that is also reflected in the revenue forecast.



STATE

The state forecast is impacted by external factors within the state's economy such as income, employment, visitors, GDP, and population among others. Depending on when the revenue forecast is calculated, the estimate of future funds can look drastically different. For example, in 2018, the date of the previous revenue forecast, the U.S. and the state were in the middle of the longest period of economic growth that is over 10 years. This had an impact on the growth rates and the estimates that were calculated. The economy began to shift in 2020 and in late 2022, the U.S. economic outlook looked much different with many economists expecting a recession sometime in 2023. If economic growth declines as currently expected, this downturn will have an impact on the amount of state tax receipts that will be available, which in turn will impact the amount of expected state revenue.

RECONCILING THE DATA

Once the growth rates were obtained from OWPB, the CO Revenue Team worked with the OWPB to download the March 2023 PRP snapshot file of the data submitted in the LBR for the fiscal year 2023/2024 state transportation budget. The PRP snapshot covered fiscal years 2023/24 – 2031/2032.

The first five years of the 10-year PRP, which is the Five-Year Work Program, is the starting point for the 2050 revenue forecast. This 5-year data set is used because while all revenue anticipated is included in the 10-year PRP, not all projects are programmed in the outer years (beyond the adopted Work Program). Using the Five-Year Work Program as the basis ensures a comprehensive foundation for growing the funds into the future. For this forecast, growth rates were used starting in 2028/29.

Once the database was received, the CO Revenue Team reconciled the data to the PRP to ensure the extracted database was correct and complete. The CO Revenue Team met with the OWPB to address any questions, concerns, or matters concerning the reconciliation. Once the data set was confirmed, the CO Revenue Team conducted the forecast for statewide, districtwide, and MPO tables.

CONDUCTING AND PRODUCING THE REVENUE FORECAST

This section outlines the steps for producing the revenue forecast tables including details for conducting and analyzing the revenue forecast. Individual MPO estimates are provided in a separate report prepared for each MPO.

Review of the forecast numbers began with calculating a summary table of all federal and state funds that pass through the Five-Year Work Program. Starting with the year following the Five-Year Work Program, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds were grown based on the established growth rates to 2050 (see Appendix E). The individual year amounts are summed within the established time bands and provided in **Table 4** below. In this summary table, the percent of the total is also calculated for both federal and state funds.

Table 4. Statewide Revenue Estimate for 27 Year Period 2024/25 – 2049/50 (Millions of $)

MAJOR REVENUE SOURCES (MILLIONS OF $)	TIME PERIOD (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
FEDERAL						
Amount	$6,819	$14,503	$14,584	$14,584	$29,168	$79,658
Percent of Total	37%	33%	32%	31%	30%	32%
STATE						
Amount	$11,806	$29,288	$31,300	$32,720	$66,747	$171,862
Percent of Total	63%	67%	68%	69%	70%	68%
Statewide Total	**$18,624**	**$43,791**	**$45,884**	**$47,304**	**$95,915**	**$251,519**

The remainder of this section details the approach for calculating the statewide, districtwide, and MPO level forecasts through 2050.

REVENUE ESTIMATES REPORTED AT THE STATEWIDE LEVEL

The approach for statewide programs, both formula and discretionary, are provided in this section. For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for

- All modes on the Strategic Intermodal System (SIS);
- Non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and
- Non-SIS transit.

In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System including:

- Safety; resurfacing; bridge, product support; operations and maintenance; and administration.

These statewide estimates are funded with both federal and state funds. Because these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments and other transportation providers and listed in the 2050 SIS CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

STRATEGIC INTERMODAL SYSTEM (SIS) ALL MODES

SIS revenue estimates consist of federal and state funds for all modes on the SIS. This category includes construction, improvements, and associated right-of-way for highway and non-highway modes, as applicable, for designated SIS hubs, corridors, and connectors. The 2050 SIS CFP revenue estimates are provided for non-Turnpike facilities only. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan.

SIS revenues and projects are identified in the 2050 SIS Cost Feasible Plan and are provided to MPOs via that plan. The 2050 SIS Cost Feasible Plan includes all roads on the SIS including connectors between SIS corridors and SIS hubs. All projects identified in the 2050 SIS CFP are aligned with the SIS Policy Plan and its implementation as well as follow SIS Funding Eligibility Guidance.

These estimates (outside the Five-Year Work Program) are for planning purposes and do not represent a commitment of FDOT funding. The 2050 SIS Cost Feasible Plan does not provide specific projects for modes other than highways (i.e., aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the CFP planning period. The reserves are available for

each mode for specific projects that will be identified and selected in the future. **Table 5** provides the statewide estimate for SIS – all modes.

Table 5. Statewide Revenue Estimate for SIS – All Modes (Millions of $)

PROGRAMS	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26-2029/30	2030/31-2031/32	2032/33-2034/35	2035/36-2039/40	2040/41-2044/45	2045/46-2049/50	18-YEAR TOTAL FOR SIS 2032/33-2049/50	OVERALL 27-YEAR TOTAL 2024/25-2049/50
Highway Share Federal/State	$3,409.88	$6,598.12	$2,548.58	$3,710.00	$6,301.16	$6,376.18	$6,371.18	$22,758.53	$35,315.10
Modal Reserves Federal/State	$852.47	$1,649.53	$637.15	$927.50	$1,575.29	$1,594.05	$1,592.80	$5,689.63	$8,828.78
Statewide Total	**$4,262.35**	**$8,247.65**	**$3,185.73**	**$4,637.51**	**$7,876.45**	**$7,970.23**	**$7,963.98**	**$28,448.16**	**$44,143.88**

NON-SIS/NON-HIGHWAY MODES

Estimates of available federal and state funds are provided for informational purposes in **Table 6** for the following non-SIS/non-highway modes.

- **Aviation** – Primary use of the aviation program is financial and technical assistance to Florida's airports for airside improvements.
- **Rail** – Primary use is for funding the acquisition of rail corridors and assistance in developing intercity passenger and commuter rail services, fixed guideway system development, rehabilitation of rail facilities, and high-speed transportation.
- **Intermodal Access** – Primary use is to improve access to intermodal, seaport, and airport facilities to enhance the movement of people and goods to and from airports and seaports.
- **Seaport Development** – Florida Seaport Transportation Economic Development (FSTED) Council identifies projects eligible for funding for the development of public deep-water seaports.
- **SUN Trail** – Exclusive use is for eligible projects used to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) with a statutorily-defined $25 million annual allocation. This statewide network is being constructed by FDOT, and they bear the primary responsibility for planning the system. SUN Trail projects from the Five-Year Work Program need to be included in MPO's TIPs to advance. As such, these TIP projects also need to be in the LRTP. MPOs may wish to

include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. MPOs also may wish to highlight planned connections with SUN Trail stemming from other bicycle and pedestrian projects, or from projects of any mode.

Table 6. Statewide Revenue Estimate for Non-SIS/Non-Highway Modes (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Aviation Federal/State	$259.72	$702.40	$782.88	$818.26	$1,669.10	$4,232.36
Rail Federal/State	$282.69	$398.15	$415.91	$432.51	$880.30	$2,409.56
Intermodal Access Federal/State	$41.85	$144.66	$167.43	$172.27	$348.99	$875.18
Seaport Development Federal/State	$54.87	$213.67	$235.04	$245.71	$501.22	$1,250.51
SUN Trail State	$50.00	$125.00	$125.00	$125.00	$250.00	$675.00
Statewide Total	**$689.13**	**$1,583.87**	**$1,726.26**	**$1,793.75**	**$3,649.61**	**$9,442.61**

For the statewide estimate, FDOT identified federal and state funding that included aviation, rail, intermodal access, and seaport development programmed funds that were not on the SIS. SUN Trail is calculated independently because it is a legislatively set annual amount of $25 million a year[8]. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

[8] On April 11, 202, Senate Bill 106 was signed into law expanding SUN Trail and increasing funding to $50 million annually. As of the publication of this revenue forecast, it has not been determine what programs will be reduced to accommodate the increase for SUN Trail.

FLORIDA NEW STARTS

Estimates of available federal and state funds are provided at the statewide level in **Table 7** for the Florida New Starts program. These are state funds that provide local governments and transit agencies with up to a dollar-for-dollar match of the local (non-federal) share of project costs for transit fixed-guideway projects and facilities that qualify under the FTA New Starts Program. The definition of eligibility includes rail transit and bus rapid transit (BRT) systems. State funding is limited to up to 50 percent of the non-federal share and local funding is required to match state contributions. MPOs may desire to include projects partially funded with Florida New Starts funds in their LRTPs. Any commitment of these funds by FDOT should be documented in the LRTP. Otherwise, the MPO should identify such projects as "illustrative." Florida New Starts estimates are provided at the statewide level.

Table 7. Statewide Revenue Estimate for Florida New Starts (Millions of $)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Florida New Starts Program State	$173.50	$267.68	$287.56	$300.60	$613.21	$1,642.55

For the statewide estimate, FDOT identified federal and state programmed transit funds that were not on the SIS. All programmed transit funds were reviewed to determine whether they were discretionary or formula from the state's perspective. All discretionary funds were considered at the statewide level and formula funds were considered at the MPO level (see pages 35-36). Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS

These estimates are federal and state funds for programs to support, operate, and maintain the SHS including safety, bridge, resurfacing, product support, operations and maintenance, and administration. These are provided at the statewide level in **Table 8**.

- **Safety** includes the FHWA engineering safety program and the National Highway Traffic Safety Administration (NHTSA) behavioral safety program. Both programs focus on reducing crashes,

fatalities, and serious injuries using the "4 E's" of safety: engineering, education (including public information), enforcement, and emergency services.

- **Resurfacing** includes resurfacing of all pavements on the State Highway System including Florida's Interstate, Turnpike, and other arterial highways.
- **Bridge** includes repair and replacement of bridges in the Bridge Work Plan in accordance with program objectives. This includes bridges on the State Highway System, off the State Highway System, on the federal-aid highway system, and off the federal-aid highway system.
- **Product Support** includes preliminary engineering[9], construction engineering and inspection, right-of-way support, environmental mitigation, materials, applied research, and planning and environment.
- **Operations and Maintenance** includes activities which support and maintain the transportation infrastructure once it is constructed and operational. Activities include operations and maintenance centers, toll operations and traffic engineering, and operations services.
- **Administration** includes staff, equipment, and materials required to develop and implement the budget, personnel, executive direction, reprographics, and contract functions. This also includes the Fixed Capital Outlay Program.

Certain expenditures, such as debt service, reimbursements to local governments, and a few other minor categories, are not described above but are included in the statewide totals under "Administration and Other."

[9] Preliminary Engineering (PE) Program represents the activities and resources related to the environmental concerns, corridor location, and other project development issues, project surveying and mapping, roadway and structural design phases, traffic engineering, safety considerations, pavement management, project estimating, project specifications development, project management including both in-house and consultant development and support, and quality assurance in all of these areas as related to highway and bridge construction projects.

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Table 8. Statewide Revenue Estimate for Non-Capacity Programs (Millions of $)

PROGRAMS FUNDING SOURCE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Safety Federal/State	$412.34	$997.74	$1,017.10	$1,017.78	$2,036.18	$5,481.13
Resurfacing* Federal/State	$3,034.12	$7,998.73	$8,034.39	$8,184.54	$16,507.27	$43,759.05
Bridge* Federal/State	$522.15	$2,357.27	$1,954.68	$1,999.65	$4,040.69	$10,874.45
Product Support Federal/State	$3,352.75	$6,280.84	$6,346.05	$6,536.36	$13,247.86	$35,763.87
Operations and Maintenance* Federal/State	$2,465.76	$6,893.87	$7,525.73	$7,851.74	$16,003.51	$40,740.62
Administration and Other Federal/State	$396.17	$919.48	$994.11	$1,039.02	$2,119.36	$5,468.14
Statewide Total	**$10,183.28**	**$25,447.94**	**$25,872.07**	**$26,629.10**	**$53,954.88**	**$142,087.26**

*A district breakdown of the total resurfacing, bridge, and operations & maintenance estimates is provided in the Districtwide section below.

For the statewide estimate, FDOT identified federal and state programmed non-capacity funds for resurfacing, bridge, preliminary engineering, construction engineering and Inspections (CEI), ROW support, environmental mitigation, material and research, planning and environment, operations & maintenance, traffic engineering & operations, toll operations, and administration. Once programmed funds were determined, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and state funds are grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

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REVENUE ESTIMATES REPORTED AT THE DISTRICTWIDE LEVEL

The approach for districtwide programs is provided in this section. Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District liaison to identify funding opportunities for these programs:

- Surface Transportation Block Grant (STBG),
- Transportation Alternatives (TA);
- Carbon Reduction Program (CRP);
- SHS (non-SIS) – non-TMA MPO;
- Other Roads (non-SHS/non-SIS); and
- Transportation Regional Incentive Program (TRIP).

Some non-capacity programs will be reported, such as:

- Highway Safety Improvement Program (HSIP), and
- Resurfacing, Bridge, and Operations & Maintenance (O&M).

These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources.

SURFACE TRANSPORTATION BLOCK GRANT

These are federal funds from the Surface Transportation Block Grant (STBG) program to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The sub-categories are shown in the list below.

- For "any area", may be used on any project in the state
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 9.** MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 9. Districtwide Revenue Estimate for STBG (Millions of $)

Programs Funding Source: Federal	Time Periods (Fiscal Years) 2023/24–2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1						
SA (Any Area)	$53.33	$248.58	$260.34	$260.34	$520.68	$1,343.27
SN (Population less than 5,000)	$4.07	$22.42	$22.08	$22.08	$44.15	$114.80
SM (Population 5,000 to 49,999)	$0.33	$15.02	$15.98	$15.98	$31.96	$79.28
SL (Population 50,000 to 200,000)	$4.07	$17.21	$20.28	$20.28	$40.55	$102.39
Total District 1	**$61.80**	**$303.23**	**$318.67**	**$318.67**	**$637.35**	**$1,639.73**
District 2						
SA (Any Area)	$47.39	$84.29	$91.62	$91.62	$183.25	$498.18
SN (Population less than 5,000)	$16.15	$36.43	$34.52	$34.52	$69.05	$190.68
SM (Population 5,000 to 49,999)	$2.51	$2.58	$-	$-	$-	$5.09
SL (Population 50,000 to 200,000)	$7.33	$22.38	$22.54	$22.54	$45.09	$119.89
Total District 2	**$73.38**	**$145.68**	**$148.69**	**$148.69**	**$297.39**	**$813.83**
District 3						
SA (Any Area)	$46.23	$78.63	$90.34	$90.34	$180.67	$486.20
SN (Population less than 5,000)	$13.12	$31.73	$31.97	$31.97	$63.94	$172.72
SM (Population 5,000 to 49,999)	$1.34	$6.85	$6.91	$6.91	$13.81	$35.82
SL (Population 50,000 to 200,000)	$0.50	$28.49	$29.41	$29.41	$58.82	$146.62
Total District 3	**$61.19**	**$145.70**	**$158.62**	**$158.62**	**$317.24**	**$841.37**
District 4						
SA (Any Area)	$61.20	$126.12	$97.58	$97.58	$195.17	$577.66
SN (Population less than 5,000)	$2.64	$3.51	$3.61	$3.61	$7.21	$20.56
SM (Population 5,000 to 49,999)	$1.88	$4.77	$4.81	$4.81	$9.62	$25.89
SL (Population 50,000 to 200,000)	$5.29	$13.01	$13.11	$13.11	$26.22	$70.74
Total District 4	**$71.01**	**$147.41**	**$119.11**	**$119.11**	**$238.22**	**$694.85**
District 5						
SA (Any Area)	$90.87	$252.81	$302.19	$302.19	$604.38	$1,552.42
SN (Population less than 5,000)	$8.20	$29.59	$30.00	$30.00	$60.01	$157.81
SM (Population 5,000 to 49,999)	$2.94	$5.51	$5.56	$5.56	$11.12	$30.68
SL (Population 50,000 to 200,000)	$15.82	$54.46	$55.96	$55.96	$111.92	$294.11
Total District 5	**$117.83**	**$342.36**	**$393.71**	**$393.71**	**$787.41**	**$2,035.02**
District 6						
SA (Any Area)	$29.18	$119.79	$146.00	$146.00	$292.01	$732.98
SN (Population less than 5,000)	$-	$1.38	$1.39	$1.39	$2.78	$6.95
SM (Population 5,000 to 49,999)	$0.10	$5.81	$5.85	$5.85	$11.71	$29.33
SL (Population 50,000 to 200,000)	$0.71	$-	$-	$-	$-	$0.71
Total District 6	**$29.99**	**$126.98**	**$153.25**	**$153.25**	**$306.50**	**$769.97**
District 7						
SA (Any Area)	$72.83	$183.05	$163.17	$163.17	$326.34	$908.57
SN (Population less than 5,000)	$6.93	$20.00	$20.14	$20.14	$40.27	$107.48
SM (Population 5,000 to 49,999)	$0.55	$0.77	$0.77	$0.77	$1.55	$4.41
SL (Population 50,000 to 200,000)	$8.99	$25.76	$25.95	$25.95	$51.90	$138.56
Total District 7	**$89.30**	**$229.58**	**$210.03**	**$210.03**	**$420.07**	**$1,159.01**
Statewide Total	**$504.49**	**$1,440.95**	**$1,502.09**	**$1,502.09**	**$3,004.17**	**$7,953.78**

To calculate the districtwide estimate for STBG, FDOT identified the federal programmed funds for STBG for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES SET-ASIDE

The Transportation Alternatives (TA) set-aside are federal funds used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The sub-categories are shown in the list below.

- For "any area" and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the FDOT Districtwide level in **Table 10.** MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as "illustrative." This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 10. Districtwide Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1						
TALT (Any Area)	$8.49	$24.65	$25.07	$25.07	$50.13	$133.41
TALN (Population less than 5,000)	$1.41	$3.66	$3.72	$3.72	$7.43	$19.93
TALM (Population 5,000 to 49,999)	$0.92	$2.35	$2.37	$2.37	$4.74	$12.75
TALL (Population 50,000 to 200,000)	$1.17	$2.97	$3.00	$3.00	$6.00	$16.14
Total District 1	**$11.99**	**$33.63**	**$34.15**	**$34.15**	**$68.30**	**$182.22**
District 2						
TALT (Any Area)	$6.06	$19.18	$19.37	$19.37	$38.75	$102.74
TALN (Population less than 5,000)	$2.38	$6.07	$6.14	$6.14	$12.28	$33.00
TALM (Population 5,000 to 49,999)	$-	$1.90	$1.92	$1.92	$3.84	$9.58
TALL (Population 50,000 to 200,000)	$1.29	$3.30	$3.34	$3.34	$6.68	$17.95
Total District 2	**$9.73**	**$30.45**	**$30.77**	**$30.77**	**$61.54**	**$163.26**
District 3						
TALT (Any Area)	$6.13	$12.50	$12.59	$12.59	$25.19	$69.00
TALN (Population less than 5,000)	$2.53	$4.70	$4.74	$4.74	$9.47	$26.17
TALM (Population 5,000 to 49,999)	$0.79	$1.02	$1.02	$1.02	$2.05	$5.90
TALL (Population 50,000 to 200,000)	$2.37	$4.32	$4.36	$4.36	$8.71	$24.11
Total District 3	**$11.81**	**$22.53**	**$22.71**	**$22.71**	**$45.41**	**$125.18**
District 4						
TALT (Any Area)	$11.70	$30.49	$30.75	$30.75	$61.50	$165.19
TALN (Population less than 5,000)	$0.21	$0.53	$0.53	$0.53	$1.07	$2.87
TALM (Population 5,000 to 49,999)	$0.28	$0.71	$0.71	$0.71	$1.42	$3.83
TALL (Population 50,000 to 200,000)	$0.76	$1.93	$1.94	$1.94	$3.88	$10.45
Total District 4	**$12.94**	**$33.65**	**$33.94**	**$33.94**	**$67.88**	**$182.35**
District 5						
TALT (Any Area)	$14.04	$34.89	$36.79	$36.79	$73.58	$196.10
TALN (Population less than 5,000)	$1.74	$4.41	$4.44	$4.44	$8.89	$23.93
TALM (Population 5,000 to 49,999)	$0.32	$0.82	$0.82	$0.82	$1.65	$4.43
TALL (Population 50,000 to 200,000)	$3.24	$7.28	$8.29	$8.29	$16.58	$43.68
Total District 5	**$19.34**	**$47.40**	**$50.35**	**$50.35**	**$100.69**	**$268.13**
District 6						
TALT (Any Area)	$12.50	$19.97	$20.15	$20.15	$40.29	$113.06
TALN (Population less than 5,000)	$0.13	$0.20	$0.21	$0.21	$0.41	$1.16
TALM (Population 5,000 to 49,999)	$0.60	$0.86	$0.87	$0.87	$1.73	$4.92
TALL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	**$13.23**	**$21.03**	**$21.22**	**$21.22**	**$42.44**	**$119.14**
District 7						
TALT (Any Area)	$11.14	$24.80	$25.00	$25.00	$49.99	$135.94
TALN (Population less than 5,000)	$2.27	$3.06	$3.08	$3.08	$6.16	$17.64
TALM (Population 5,000 to 49,999)	$0.09	$0.11	$0.11	$0.11	$0.23	$0.66
TALL (Population 50,000 to 200,000)	$2.16	$3.82	$3.84	$3.84	$7.69	$21.35
Total District 7	**$15.65**	**$31.79**	**$32.04**	**$32.04**	**$64.07**	**$175.59**
Statewide Total	**$94.70**	**$220.49**	**$225.17**	**$225.17**	**$450.34**	**$1,215.87**

For the districtwide estimate, FDOT identified the federal programmed funds for TA for non-TMA MPOs. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM

Carbon Reduction Program (CRP) are federal funds to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. The sub-categories are shown in the list below.

- For "any area" and may be used on any project within the state;
- For areas with a population less than 5,000;
- For areas with a population from 5,000 to 49,999; and
- For areas with a population from 50,000 to 200,000.

Estimates for these areas are provided at the Districtwide level in **Table 11**. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Funding for "any area" can be used by both TMA and Non-TMA MPOs. Funding for the other areas listed above are for non-TMA MPOs as applicable to their population. If MPOs choose to include projects with these funds in their LRTPs, they must be identified as "illustrative." This list excludes funding for areas with a population over 200,000 because they are shown in the MPO section later in the document.

Table 11. Districtwide Revenue Estimate CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.25	$3.06	$3.09	$3.09	$6.17	$16.65
CARM (Population 5,000 to 49,999)	$0.77	$1.95	$1.96	$1.96	$3.93	$10.57
CARL (Population 50,000 to 200,000)	$2.49	$4.02	$4.92	$4.92	$9.84	$26.20
Total District 1	$4.51	$9.03	$9.97	$9.97	$19.94	$53.42
District 2						
CARB (Any Area)	$3.67	$-	$-	$-	$-	$3.67
CARN (Population less than 5,000)	$1.99	$5.05	$5.09	$5.09	$10.18	$27.41
CARM (Population 5,000 to 49,999)	$0.32	$1.58	$1.59	$1.59	$3.18	$8.26
CARL (Population 50,000 to 200,000)	$1.45	$2.96	$2.96	$2.96	$5.92	$16.25
Total District 2	$7.43	$9.59	$9.64	$9.64	$19.28	$55.58
District 3						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.77	$3.90	$3.93	$3.93	$7.85	$21.37
CARM (Population 5,000 to 49,999)	$0.66	$0.84	$0.85	$0.85	$1.70	$4.90
CARL (Population 50,000 to 200,000)	$1.32	$3.86	$3.86	$3.86	$7.72	$20.62
Total District 3	$3.75	$8.60	$8.64	$8.64	$17.27	$46.89
District 4						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.17	$0.44	$0.44	$0.44	$0.89	$2.38
CARM (Population 5,000 to 49,999)	$0.23	$0.59	$0.59	$0.59	$1.18	$3.18
CARL (Population 50,000 to 200,000)	$1.31	$1.72	$1.72	$1.72	$3.44	$9.92
Total District 4	$1.72	$2.75	$2.75	$2.75	$5.51	$15.48
District 5						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.93	$3.66	$3.68	$3.68	$7.37	$20.33
CARM (Population 5,000 to 49,999)	$0.49	$0.68	$0.68	$0.68	$1.37	$3.90
CARL (Population 50,000 to 200,000)	$3.75	$7.35	$7.35	$7.35	$14.69	$40.48
Total District 5	$6.17	$11.68	$11.71	$11.71	$23.43	$64.71
District 6						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$0.03	$0.17	$0.17	$0.17	$0.34	$0.89
CARM (Population 5,000 to 49,999)	$0.51	$0.71	$0.72	$0.72	$1.44	$4.10
CARL (Population 50,000 to 200,000)	$-	$-	$-	$-	$-	$-
Total District 6	$0.54	$0.88	$0.89	$0.89	$1.78	$4.99
District 7						
CARB (Any Area)	$-	$-	$-	$-	$-	$-
CARN (Population less than 5,000)	$1.29	$2.53	$2.55	$2.55	$5.11	$14.04
CARM (Population 5,000 to 49,999)	$0.07	$0.09	$0.09	$0.09	$0.19	$0.55
CARL (Population 50,000 to 200,000)	$2.59	$3.24	$3.41	$3.41	$6.81	$19.46
Total District 7	$3.95	$5.87	$6.06	$6.06	$12.11	$34.04
Statewide Total	$28.07	$48.40	$49.66	$49.66	$99.33	$275.12

For the districtwide estimate, FDOT identified the federal programmed funds for CRP for non-TMA MPOs. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – NON-TMA MPOS

These are state funds to fund improvements on the State Highway System for facilities not on the SIS. The approximately 8,000 miles of such highways represent about 64 percent of the centerline miles on the SHS. These funds may not be used off the state system. Non-TMA MPOs should work with their FDOT District Liaison to identify planned projects for this funding source. Estimates for SHS (non-SIS) for non-TMA MPOs are provided at the FDOT Districtwide level in **Table 12**.

Table 12. Districtwide Revenue Estimate for SHS (non-SIS) - non-TMA MPOs (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$2.46	$4.73	$5.36	$5.52	$11.19	$29.26
District 2	$-	$-	$-	$-	$-	$-
District 3	$2.17	$0.89	$2.33	$2.43	$4.96	$12.78
District 4	$3.18	$1.30	$3.41	$3.56	$7.27	$18.72
District 5	$9.91	$76.25	$65.59	$68.56	$139.86	$360.16
District 6	$-	$-	$-	$-	$-	$-
District 7	$-	$31.43	$23.49	$24.26	$49.22	$128.40
Statewide Total	**$17.72**	**$114.60**	**$100.17**	**$104.33**	**$212.50**	**$549.32**

For the districtwide estimates, FDOT identified state programmed funds for SHS, non-SIS, not in a TMA. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SHS/NON-SIS) – NOT IN AN MPO

These are federal funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). Estimates for Other Roads (non-SHS/non-SIS) are provided at the FDOT Districtwide level in **Table 13** for informational purposes only to the MPOs.

Table 13. Districtwide Revenue Estimate for Other Roads (non-SHS/non-SIS)–not in an MPO (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$-	$-	$-	$-	$-	$-
District 2	$61.65	$71.88	$101.65	$106.26	$216.76	$558.19
District 3	$36.63	$43.40	$60.92	$63.69	$129.91	$334.55
District 4	$-	$-	$-	$-	$-	$-
District 5	$-	$-	$-	$-	$-	$-
District 6	$4.24	$8.34	$8.94	$9.35	$19.07	$49.94
District 7	$-	$-	$-	$-	$-	$-
Statewide Total	**$102.51**	**$123.62**	**$171.51**	**$179.29**	**$365.74**	**$942.68**

For the districtwide estimates, FDOT identified programmed funds for Other Road, not in an MPO. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT DISCRETIONARY

These are federal and state funds awarded based on a competitive process, which may differ depending on the grant. For the purpose of this revenue forecast, FTA transit funds treated as discretionary to MPOs include Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310, Formula Grants for Rural Areas – Section 5311, and Bus And Bus Facilities Section 5339. Distribution of these funds are evaluated based on program criteria and selected at the districtwide level but are not guaranteed.

In previous revenue forecasts, transit estimates were provided for both discretionary and formula by MPO. For this revenue forecast, transit estimates have been shown with discretionary funds at a districtwide level and formula funds at the MPO level. This adjustment in classification better represents how funds are distributed. Funds coming to FDOT via formula but distributed to transit agencies and MPOs based on need are considered discretionary for this revenue forecast. All transit discretionary funds are provided at the districtwide level and transit formula funds are provided at the MPO level (see pages 39-40). Estimates for Non-SIS Transit Discretionary are provided at the FDOT Districtwide level in **Table 14.**

Table 14. Districtwide Revenue Estimate for Non-SIS Transit Discretionary (Millions of $)

	TIME PERIODS (FISCAL YEARS)					
PROGRAMS FUNDING SOURCE: STATE	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$18.53	$30.59	$35.95	$36.59	$73.76	$195.41
District 2	$18.80	$36.23	$39.99	$40.49	$81.45	$216.95
District 3	$22.54	$26.38	$35.28	$35.52	$71.27	$191.00
District 4	$30.98	$110.40	$102.64	$103.85	$208.83	$556.70
District 5	$32.79	$32.30	$47.26	$47.83	$96.18	$256.37
District 6	$38.57	$30.10	$51.78	$53.79	$109.44	$283.68
District 7	$10.47	$37.79	$35.01	$35.41	$71.19	$189.87
Central Office	$210.59	$499.93	$524.11	$536.31	$1,083.86	$2,854.81
Statewide Total	**$383.26**	**$803.73**	**$872.02**	**$889.80**	**$1,795.97**	**$4,744.78**

For the districtwide estimates, FDOT identified programmed funds for Non-SIS Transit Discretionary. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

The Transportation Regional Incentive Program (TRIP) encourages regional planning by providing state matching funds for improvements to regionally significant transportation facilities in regional transportation areas identified and prioritized by regional partners. TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. TRIP's funding source is a percentage of documentary stamp funds and a portion of the Motor Vehicle License fees. It will fund up to 50 percent of the project cost. TRIP estimates are provided at the Districtwide level in **Table 15.**

MPOs may desire to include projects partially funded with TRIP funds in the long range transportation plan. If so, the MPO should identify such projects as "illustrative projects" in its plan along with, at a minimum, the following information:

- Status of regional transportation planning in the affected MPO area, including eligibility for TRIP funding;
- Description of the project and estimated costs;
- Assumptions related to the share and amount of district TRIP funding for the project; and
- Assumptions related to the share and amount of non-State matching funds for the project (federal and/or local).

MPOs should work with their FDOT District Liaison in developing and documenting this information.

Table 15. Districtwide Revenue Estimate for TRIP (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS) 2023/24–2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25–2049/50
District 1	$16.66	$34.52	$37.60	$39.30	$80.17	$208.26
District 2	$9.59	$26.66	$29.04	$30.35	$61.92	$157.56
District 3	$7.80	$17.33	$18.87	$19.73	$40.25	$103.98
District 4	$23.49	$42.35	$46.12	$48.22	$98.36	$258.55
District 5	$10.78	$41.12	$55.14	$57.64	$117.58	$282.27
District 6	$20.89	$27.76	$30.23	$31.60	$64.47	$174.95
District 7	$4.26	$31.52	$32.39	$33.86	$69.07	$171.10
Statewide Total	**$93.48**	**$221.27**	**$249.39**	**$260.70**	**$531.82**	**$1,356.66**

For the districtwide estimates, FDOT identified state programmed funds for TRIP. Once programmed funds were determined by District, the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FDOT Safety Office manages the Federal Highway Administration (FHWA) engineering safety program which is funded via the Highway Safety Improvement Program (HSIP). The HSIP addresses low cost (typically $1,000,000 or less) short-term safety projects that correct specific traffic crash problems involving fatal and serious injury crashes. This program is applicable to all public roads except Turnpike Enterprise. In prior years, the total HSIP estimate was provided and administered at the statewide level. Beginning in FY 2023/24, these safety allocations will be district managed and distributed based on statutory formula. New projects will be reviewed in accordance with the funding approved eligibility requirements and should be submitted to the State Safety Engineer. MPOs should work with their FDOT District Liaison to identify planned projects for this funding source and document this information. The HSIP estimate are provided at the Districtwide level in **Table 16**.

Table 16. Districtwide Revenue Estimate for HSIP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$45.77	$78.09	$74.69	$74.69	$149.39	$422.63
District 2	$43.87	$60.83	$58.99	$58.99	$117.98	$340.66
District 3	$32.20	$39.97	$38.46	$38.46	$76.91	$226.00
District 4	$53.85	$94.90	$91.03	$91.03	$182.05	$512.86
District 5	$57.55	$113.26	$107.84	$107.84	$215.68	$602.18
District 6	$34.02	$63.86	$61.58	$61.58	$123.16	$344.19
District 7	$38.73	$78.79	$75.49	$75.49	$150.99	$419.50
Statewide Total	**$305.98**	**$529.70**	**$508.08**	**$508.08**	**$1,016.16**	**$2,868.01**

For the districtwide estimate, FDOT identified the federal and state programmed funds for HSIP. Once programmed funds were determined by district, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-CAPACITY PROGRAMS – RESURFACING, BRIDGE, AND OPERATIONS & MAINTENANCE

A forecast for resurfacing, bridge, operations and maintenance is provided at the Districtwide level in **Table 17**. Consistent with MPOAC Guidelines, FDOT and FHWA agreed the LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain the State Highway System at the District level. The statewide estimates for these non-capacity programs, which are sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas, accomplishes the goal of ensuring that sufficient funding will be available to operate and maintain the overall state transportation system. FDOT provides these estimates in the Revenue Forecast. FDOT also includes statewide funding for these which reconcile to the districtwide amounts.

Table 17. Districtwide Revenue Estimate for Resurfacing, Bridge, and O&M (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
District 1	$767.92	$2,395.68	$2,215.85	$2,268.67	$4,585.95	$12,234.06
District 2	$938.41	$2,721.01	$2,581.38	$2,671.67	$5,426.42	$14,338.89
District 3	$923.87	$1,774.58	$1,789.57	$1,837.48	$3,719.07	$10,044.57
District 4	$640.42	$1,645.68	$1,483.40	$1,537.82	$3,125.74	$8,433.06
District 5	$871.49	$2,278.07	$2,322.50	$2,390.11	$4,842.43	$12,704.59
District 6	$445.20	$1,447.62	$1,559.62	$1,611.17	$3,269.79	$8,333.41
District 7	$540.24	$1,304.58	$1,265.67	$1,309.33	$2,658.83	$7,078.65
Central Office Districts	$245.60	$1,846.81	$2,304.19	$2,329.83	$4,683.27	$11,409.70
O&M Operating	$648.87	$1,835.85	$1,992.64	$2,079.85	$4,239.96	$10,797.17
Statewide Total	**$6,022.03**	**$17,249.87**	**$17,514.80**	**$18,035.94**	**$36,551.47**	**$95,374.12**

Note: Includes only resurfacing, bridge, and operations & maintenance programs.

For the districtwide estimate, FDOT identified the federal and state programmed funds for resurfacing, bridge, operations and maintenance. Once programmed funds were determined by District, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

REVENUE ESTIMATES REPORTED AT THE MPO LEVEL

The approach for MPO level estimates are provided in this section. Revenue estimates by certain federal and state programs are reported for each MPO, as applicable, including:

- STBG – TMA MPOs,
- TA – TMA MPOs,
- CRP – TMA MPOs,
- State Highway System (non-SIS) – TMA MPOs,
- Other Roads (non-SIS, non-SHS), and
- Non-SIS Transit (excluding Florida New Starts and Transit discretionary)

The MPOs lead in the identification of planned projects funded by these programs. MPOs should use the total funds estimated for these programs to plan for the mix of highway and public transportation improvements that best meets the needs of their metropolitan areas. The boundary for five MPOs (Florida-Alabama TPO, Okaloosa-Walton TPO, Gainesville MTPO, River to Sea TPO, and Indian River County MPO) do not match to County boundaries, which is the lowest level of geography at the PRP level. These MPOs should work with their FDOT District MPO Liaison to adjust the projected county level estimates to MPO specific estimates.

Overall, MPO estimates are summarized into five year time bands and a final 10-year time band. For planning purposes, there is some flexibility for the estimates in these time periods (e.g., within 10 percent of the funds estimated for that period). However, for the LRTP to be fiscally constrained, it is required that the total cost of all phases of planned projects for the entire forecast period not exceed the revenue estimates for each element or component of the plan.

TRANSPORTATION MANAGEMENT AREAS

MPO level estimates for STBG, TA, and CRP are shown for MPO's where all or part of their boundary includes a federally designated TMA. TMAs are defined by USDOT as an urban area with a population of over 200,000. MPOs that have a TMA within their boundary are provided with estimates of TMA funds. As a result of the 2020 US Census, three additional areas in Florida have populations over 200,000 including Navarre-Miramar Beach-Destin Urban Area, Gainesville Urban Area, and the Deltona Urban Area. As of the date of this handbook, FHWA has not officially designated these areas as TMAs however, in anticipation of their likely designation, this revenue forecast provided estimates for these areas as TMAs given their population amounts. Currently, 15 TMAs involving 18 of Florida's MPOs qualify for these funds. For the purposes of this revenue forecast, STBG, TA, and CRP have been distributed among 18 TMAs involving 20 MPOs.

Three TMAs (Miami-Ft. Lauderdale Urban Area, Tampa-St. Petersburg Urban Area, and Port St. Lucie Urban Area) have more than one MPO in their boundary. These MPOs should consult with their FDOT

District to suballocate the funds accordingly. Two MPOs (MetroPlan Orlando and Polk TPO) have more than one TMA in their boundary and will receive an allocation for each TMA area. A third MPO (River to Sea TPO) has more than one TMA in their boundary when considering the inclusion of the new urban areas based on the 2020 US Census and will also receive an allocation for each TMA.

MPOs should perform a thorough analysis of how TMA funds will be reflected in their long range plan. They should consult with FDOT district staff to allocate the funds accordingly. Consideration should be given to:

- Programmed use of TMA funds among the various categories in the FDOT revenue forecast. These include SIS-all modes, SHS (non-SIS), transit, and product support (e.g., planning, PD&E studies, engineering, design, construction inspection).
- Planned use of TMA funds based on current policies through the long range plan horizon year with sufficient documentation.
- Clear articulation in the long range plan documentation of the policies regarding the use of TMA funds and estimates of TMA funds planned for each major program and time period.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 18**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for STBG funding that can be used in any area of the state which is shown in the STBG Districtwide Tables on pages 22-23.

Table 18. TMA MPO Level Revenue Estimate for STBG (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
STBG (SU, in TMA with population > 200K)	MPO estimates are provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for STBG-TMA MPOs (also called SU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for SU funds was distributed by percent of 2020 US Census

population amounts for Florida's TMAs (including the three new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 19**). Areas under 200,000 are excluded because they are shown in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook. TMA MPOs should consult with their District Liaison for TA funding that can be used in any area of the state which is shown in the TA Districtwide Tables on pages 24-25.

Table 19. TMA MPO Level Revenue Estimate for TA (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
TA (TALU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for TA set aside-TMA MPOs (also called TALU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for TALU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. Estimates for areas with a population over 200,000 are provided at the MPO level (example shown in **Table 20**). Areas under 200,000 are excluded

because they are shown in the Districtwide section earlier in the handbook. TMA MPOs should consult with their District Liaison for CRP funding that can be used in any area of the state which is shown in the CRP Districtwide Tables on pages 26-27.

Table 20. TMA MPO Level Estimate for CRP (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
CAR (CARU, in TMA with population > 200K)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal programmed funds for CRP-TMA MPOs (also called CARU funds). The programmed funds were determined by TMA for FY 2023/24. Starting with 2024/25 through FY 2027/28, the annual total for CARU funds was distributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). For FY 2028/29 through 2049/50, the federal funds were held constant from 2025/26 - 2049/50 following the current federal legislation. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. These estimates are provided at the MPO level only for MPOs in a federally designated TMA ((example shown in **Table 21**). Non-TMA MPOs should work with their district to determine their share of these types of funds as described in the *Revenue Estimates Reported at the Districtwide Level* earlier in the handbook.

Table 21. TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
SHS (non-SIS, in TMA)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the state programmed SHS/non-SIS funds for TMA MPO counties (including the new TMAs). Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for Florida's TMAs (including the new ones). The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. These state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). These estimates are reported for each MPO as applicable (example shown in **Table 22**).

Table 22. MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Other Roads (non-SIS/non-SHS)	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for Other Roads. Once programmed funds were determined by county, they were grouped by MPO. To grow the programmed funds starting in 2028/29, the average annual total for 2023/24 – 2027/28 was redistributed by percent of 2020 US Census population amounts for MPO counties. The redistribution by population helps to smooth out the likely distribution of funds to the horizon year. The federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are state funds for technical and operating/capital assistance to transit, paratransit, and commuter assistance programs. These estimates are reported for each MPO, as applicable (example shown in **Table 23**). These transit program estimates are determined based on formula according to county population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also should work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs.

MPOs should identify transit projects and programs and funding for local or regional bus systems and related public transportation programs in the transit element in cooperation with transit providers. Demand management programs, including ridesharing, bicycle and pedestrian projects can be included, or can be identified separately. Potential funding sources include the "flexible" funds from FDOT including SHS (non-SIS), Other Roads (non-SIS, non-SHS), and Transit programs; federal and local transit operating assistance; and other funds from local or private sector sources that have been identified as reasonably available.

Table 23. MPO Level Revenue Estimate for Non-SIS Transit Formula (Millions of $) – Example Table

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS) 2023/24-2024/25	2025/26–2029/30	2030/31–2034/35	2035/36–2039/40	2040/41–2049/50	27-YEAR TOTAL 2024/25-2049/50
Transit Formula	MPO estimates provided in Appendix G.					

For the MPO estimate, FDOT identified the federal and state programmed funds for non-SIS Transit-formula. Once programmed funds were determined by county, the federal funds were held constant from the end of the current federal legislation, 2025/26 - 2049/50 and the state funds were grown based on the established growth rates (see Appendix E) to 2050. Annual revenue estimate amounts were summed into the established time bands of 2023/24 – 2045/25; 2025/26 – 2029/30; 2030/31 – 2034/35; 2034/35 – 2039/40; and 2040/41 – 2049/50. The time bands were summed across programs for the 27-year period.

PRELIMINARY ENGINEERING (PE) ESTIMATES

MPOs are encouraged to include estimates for key pre-construction phases in the LRTP, namely for Project Development and Environmental (PD&E) studies and roadway and structures design.

FDOT has included sufficient funding for these and other Product Support activities to produce the construction levels in the 2050 Revenue Forecast. Costs for these phases for SIS highways will be provided to MPOs in the 2050 SIS CFP. For projects funded with the revenue estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS), MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and roadway and structures design. These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. MPOs should document these assumptions.

For example, if the estimate for construction in a 5-year period is $10 million, the MPO can assume that an additional $2.2 million will be available for PD&E and Design in the 5-year period from FDOT Product Support estimates. However, surplus funds, which may not be needed for PD&E and Design, cannot be transferred to other projects. If planned PD&E and Design phases use TMA funds, the amounts should be part of (not in addition to) estimates of TMA funds provided to MPOs.

FDOT encourages MPOs to combine PD&E and Design phases into Preliminary Engineering in LRTP documentation. Boxed funds can be used to finance Preliminary Engineering; however, the specific projects using the boxed funds should be listed, or described in bulk in the LRTP (i.e., Preliminary Engineering for projects in Fiscal Years 2027/28-2049/50).

PREPARING, DELIVERING, AND USING THE MPO REVENUE FORECAST REPORT

An MPO specific forecast will be provided to each MPO for use in their 2050 LRTP.

PREPARING THE MPO REVENUE FORECAST REPORT

When the revenue forecast was complete, the CO Revenue Team prepared a report for each MPO summarizing the statewide and districtwide tables and detailing the MPO specific tables. An individual report was completed for all 27 MPOs. The brief report should be used in developing the MPOs financial plan and documented in their LRTP.

DELIVERING THE MPO REVENUE FORECAST REPORT

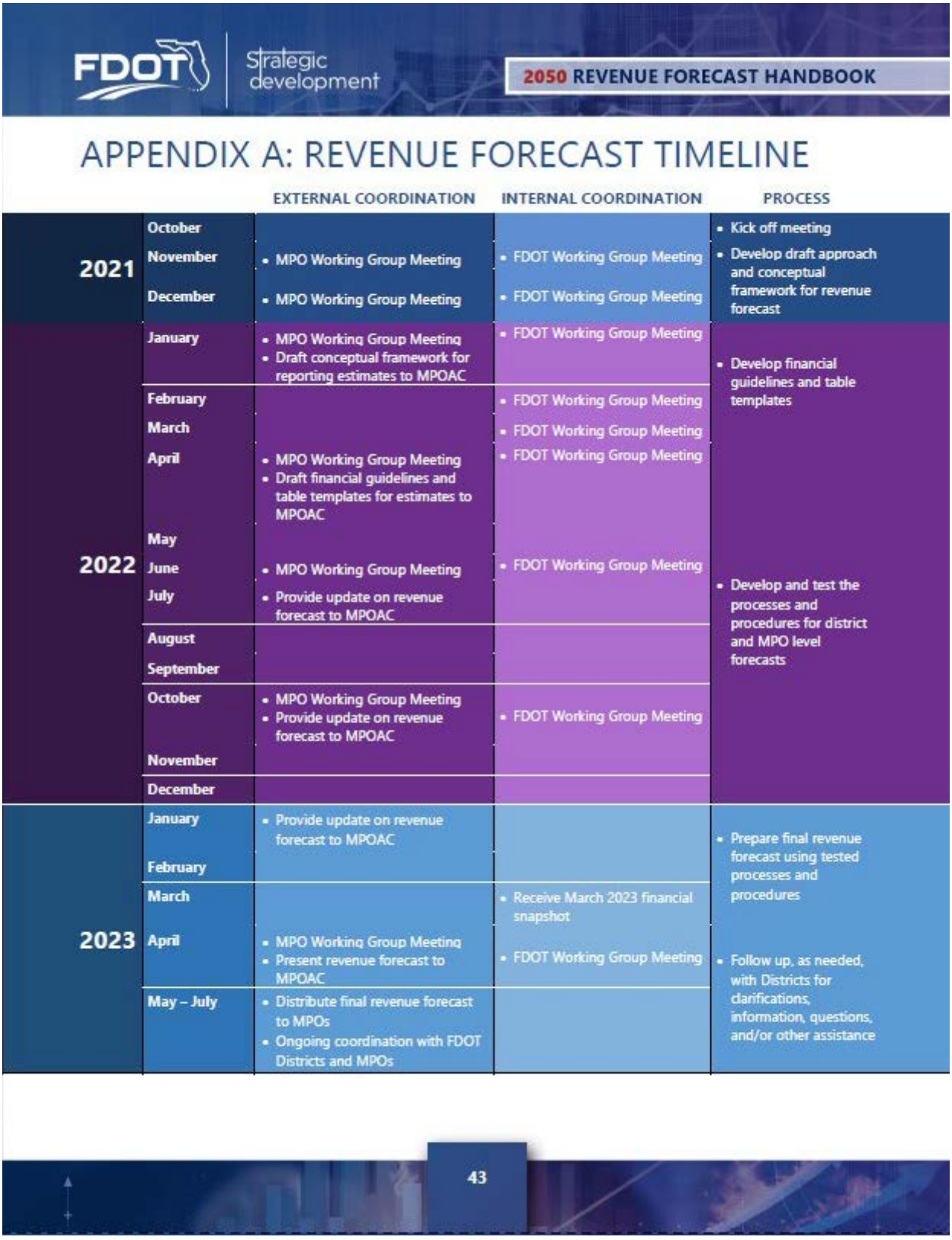
The overall revenue forecast was presented to the MPOAC at the April 2023 Quarterly Meeting. At that time, each MPO was provided a printed copy of their revenue forecast. An electronic version of the revenue forecast was provided to each MPO following the MPOAC meeting.

USING THE MPO REVENUE FORECAST REPORT

The following points should be considered when using the revenue forecast:

- It has not historically been, nor is it current, FDOT policy to forecast estimates for specific fund codes in the Revenue Forecast given the long-range nature of the estimates.
- When developing long range plans, MPOs are not legally required to use the same terminology used by FDOT such as *SHS/non-SIS* or *Other Roads*. However, MPOs should identify the MPO estimates used from the forecast, the source of the revenues, and how these revenues are used in documentation of their plan updates.
- The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.
- The estimates can be used to fund planned capacity improvements to major elements of the transportation system (most notably highways and transit). The reports include statewide funding estimates and objectives for non-capacity programs.

The projected dollar values are for planning purposes only and do not represent a state commitment for funding, either in total or in any 5-year time period.



FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

APPENDIX A: REVENUE FORECAST TIMELINE

		EXTERNAL COORDINATION	INTERNAL COORDINATION	PROCESS
2021	October			• Kick off meeting
	November	• MPO Working Group Meeting	• FDOT Working Group Meeting	• Develop draft approach and conceptual framework for revenue forecast
	December	• MPO Working Group Meeting	• FDOT Working Group Meeting	
2022	January	• MPO Working Group Meeting • Draft conceptual framework for reporting estimates to MPOAC	• FDOT Working Group Meeting	• Develop financial guidelines and table templates
	February		• FDOT Working Group Meeting	
	March		• FDOT Working Group Meeting	
	April	• MPO Working Group Meeting • Draft financial guidelines and table templates for estimates to MPOAC	• FDOT Working Group Meeting	
	May			
	June	• MPO Working Group Meeting	• FDOT Working Group Meeting	• Develop and test the processes and procedures for district and MPO level forecasts
	July	• Provide update on revenue forecast to MPOAC		
	August			
	September			
	October	• MPO Working Group Meeting • Provide update on revenue forecast to MPOAC	• FDOT Working Group Meeting	
	November			
	December			
2023	January	• Provide update on revenue forecast to MPOAC		• Prepare final revenue forecast using tested processes and procedures
	February			
	March		• Receive March 2023 financial snapshot	
	April	• MPO Working Group Meeting • Present revenue forecast to MPOAC	• FDOT Working Group Meeting	• Follow up, as needed, with Districts for clarifications, information, questions, and/or other assistance
	May – July	• Distribute final revenue forecast to MPOs • Ongoing coordination with FDOT Districts and MPOs		

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APPENDIX B: PROJECT FUNDING ELIGIBILITY

This appendix provides guidelines for the types of planned projects and programs that are eligible for funding with revenues estimated in the forecast. MPO plan updates that incorporate the information from this revenue forecast should be consistent with these guidelines. FDOT's Work Program Instructions provide information regarding additional funding eligibility and state matching funds requirements.

The 2050 Revenue Forecast includes all state transportation activities funded by federal and state revenues that "flow through" the Five-year Work Program. The starting point of this forecast is the PRP. The PRP addresses over 60 programs or subprograms.

The following are explanations of the types of projects, programs, and activities that are eligible for state and/or federal funding in each of the major categories contained in the 2050 Revenue Forecast.

FUNDING ELIGIBILITY FOR CAPACITY PROGRAMS

STATE HIGHWAY SYSTEM

The State Highway System (SHS) is a network of 12,121 centerline miles of highways owned and maintained by the state or state-created authorities. Major elements of the SHS include the Interstate, Arterial Highways, Florida's Turnpike, and other toll facilities operated by transportation authorities.

Projects on the SHS include construction, addition or improvement of lanes, interchanges, entry/exit ramps, feeder roads, toll collection facilities, and motorist service facilities which are on or planned to be on the SHS. The SHS includes both Strategic Intermodal System (SIS) and non-SIS highways.

STRATEGIC INTERMODAL SYSTEM (SIS)

The SIS was created by the Florida Legislature in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The SIS, including Strategic Growth facilities, includes over 4,300 miles of Interstate, Turnpike, other expressways and major arterial highways and connectors between those highways and SIS hubs (airports, seaports, etc.). The SIS is the state's highest priority for transportation capacity investments.

FDOT, in coordination with the Districts and MPOs, leads in the identification of planned projects and programs that are associated with the Strategic Intermodal System (SIS) and provides detailed information to MPOs. The SIS 2nd Five Year Plan, 2050 SIS CFP, Multimodal Unfunded Needs Plan, and MPO LRTPs consider many types of transportation improvements to meet long range needs, constrained by the funding expected to be available during the planning period.

MPO plans and programs for SIS highways should be consistent with the 2050 SIS CFP, as provided to each MPO. Funding associated with aviation, rail, seaport development, and intermodal access is listed in the CFP under the designation of "modal reserves". Modal reserves are identified funding amounts available for each mode for specific projects that will be identified and selected in the future. Capacity improvement projects eligible for funding include:

- Construction of additional lanes
- The capacity improvement component of interchange modifications
- New interchanges
- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles
- Bridge replacement with increased capacity
- Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems
- The preferred alternative defined by an approved multi-modal interstate master plan
- Weigh-in-motion stations
- Acquisition of land which is acquired to support the SIS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development
- New weigh stations and rest areas on the interstate

OTHER ROADS

The primary purpose of this program is to fund improvements on facilities that are not part of the State Highway System (SHS) and are not designated as SIS. Projects and programs eligible for funding include:

- Construction and improvement projects that:
    - Add capacity;
    - Improve highway geometry;
    - Provide grade separations; and
    - Improve turning movements through signalization improvements and storage capacity within turn lanes.
- Acquisition of land which is acquired to support the SHS highway and bridge construction programs, and land acquired in advance of construction to avoid escalating land costs and prepare for long-range development;

- Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
- Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

Separate estimates of funds from this program are prepared and may be used on local government roads that meet federal eligibility criteria (i.e., off-state system). By law, state funds cannot be used on local government roads except to match federal aid, for locally owned SIS connectors, and under certain subprograms subject to annual legislative appropriations. Long range plans should not assume that state funds will be appropriated for local government road improvements. Use of these funds for road projects not on the SHS will effectively reduce the amount of funds planned for the SHS and public transportation in the area, the District and the state.

The following activities are not eligible for funding from the Other Roads program estimates: planning and engineering in SHS corridors (see Product Support below), highway/road construction and right-of-way acquisition not listed above, support activities to acquire right-of-way (see Product Support below), land acquisition for airports (see Aviation below), and land acquisition for railroad corridors (see Rail below).

AVIATION

The aviation program provides assistance to Florida's airports in the areas of development, improvement, land acquisition, airport access, and economic enhancement. Matching funds assist local governments and airport authorities in planning, designing, purchasing, constructing, and maintaining publicly owned public use aviation facilities. All projects must be consistent with the role and function for each airport as defined by the Florida Aviation System Plan and the current airport layout plan (ALP) approved by FDOT. These types of projects include public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and preliminary engineering. Projects related to SIS airports must align with SIS Funding Eligibility Guidance.

SPACEPORTS

The spaceport program provides support in the development of spaceports and related transportation facilities coordinating with airports and spaceports and fostering interagency efforts to improve space transportation capacity and efficiency. Funding is used to assist Space Florida with projects that improve aerospace transportation facilities in Florida. Florida Statutes specify funding to "investment projects" or "spaceport discretionary capacity improvement projects" if important access and on-spaceport and commercial launch facility capacity improvements are provided; capital improvements that strategically position the state to maximize opportunities in international trade are achieved; goals of an integrated

intermodal transportation system for the state are achieved; and feasibility and availability of matching funds through federal, local, or private partners are demonstrated. Projects related to SIS spaceports must align with SIS Funding Eligibility Guidance.

RAIL

The rail program includes financial and technical assistance for intermodal projects, rail safety inspections, regulation of railroad operations and rail/highway crossings, identification of abandoned rail corridors, recommendations regarding the acquisition and rehabilitation of rail facilities, and assistance for developing intercity rail passenger service or commuter rail service. Types of projects include technical assistance, public transportation studies, safety, security, preservation, capacity, environmental, revenue/operational improvement, and intermodal hub capacity. Projects and programs eligible for funding include:

- Financial and technical assistance for intermodal projects;
- Rail safety inspections;
- Regulation of railroad operations and rail/highway crossings;
- Identification of abandoned rail corridors;
- Recommendations regarding the acquisition and rehabilitation of rail facilities; and
- Assistance for developing intercity rail passenger service or commuter rail service.

Projects related to SIS rail corridors must align with SIS Funding Eligibility Guidance.

INTERMODAL ACCESS

The Intermodal Access Program includes access to intermodal facilities, the acquisition of right-of-way, and other capital improvements that enhance the movement of people and goods. It improves surface transportation access to seaports and airports. Projects and programs eligible for funding include:

- Intermodal studies (feasibility, preliminary design and engineering);
- Fixed guide-way systems;
- Capacity road and capacity rail projects that are designed to terminate at major modal facilities (airports, seaports, railroad and transit terminals, etc.);
- Intermodal and multi-modal transportation terminals;
- Development of dedicated bus lanes;
- Private or public projects facilitating the intermodal movement of people and goods; and
- Joint projects involving private carriers or facility operators are eligible provided a demonstrable public benefit will result from the intermodal project.

SEAPORT DEVELOPMENT (INCLUDING WATERWAYS)

The Seaport Development Program provides funding for the development of public deep-water seaport infrastructure to support the handling and processing of cargoes and passengers and the accommodation of seagoing vessels. A variety of grant funding programs support a wide variety of projects including waterway dredging, construction of storage facilities, wharves and terminals, and acquisition of cranes and other equipment used in moving cargo and passengers. Some programs also provide funding for such projects as security infrastructure and land acquisition. Projects related to SIS seaports must align with SIS Funding Eligibility Guidance.

The state provides assistance with funding for the development of public deep water ports. This includes support of bonds issued by the Florida Ports Financing Commission that finances eligible capital improvements. Projects and programs eligible for funding and state matching funds requirements vary among several programs.

SUN TRAIL

The Florida Shared-Use Nonmotorized (SUN) Trail program authorizes FDOT to develop a statewide system of nonmotorized, paved trails for bicyclists and pedestrians as a component of the Florida Greenways and Trails System (FGTS) plan.

FDOT will advance the development of the SUN Trail network by programming funds through a two tier funding structure. The first tier funds the top two regional trail systems identified by the Florida Greenways and Trails Council. These are the Coast to Coast Trail and the St. Johns River-to-Sea Loop. The second tier funds individual trail segments that close gaps in the SUN Trail network. FDOT will work with partners to advance the SUN Trail network by improving interregional connectivity of the paved multi-use trail system, for bicyclists and pedestrians physically separated from vehicular traffic to ensure the network functions as a transportation system rather than standalone trails.

To receive consideration for SUN Trail funding FDOT must receive a completed "request for funding" with applicable project information including required signatures by the announced deadline through the Grant Application Program (GAP-online system). Projects must satisfy the following minimum eligibility criteria requirements:

- The project must be planned to be developed as a paved multi-use trail within the SUN Trail network, which is aligned to the Florida Greenways and Trails System Plan (FGTS) priority land trail network;
- Documentation must be provided that the project is identified as a priority by the applicable jurisdiction;
- If the project is within a boundary of a Metropolitan/Transportation Planning Organization (MPO), it must be an MPO priority.

- For areas outside of MPO boundaries, the project must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal, or the state managing agency.
- Documentation must be provided that a non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager).
- Documentation must be provided that the project is consistent with the applicable comprehensive plan(s), transportation plan(s) or the long-term management plan(s).

SUN Trail projects from the FDOT Work Program should be included in MPO TIPs to advance. As such, these TIP projects would also need to be in the LRTP. MPOs may wish to include proposed, but not programmed, SUN Trail projects among the illustrative projects included in their LRTPs. Finally, MPOs may wish to highlight planned connections with SUN Trail stemming from other Bike/Ped projects, or from projects of any mode.

TRANSIT

The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:

- Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program.

  Note: For this program, state participation is limited to 50 percent of the non-federal share of capital costs and up to 50 percent of eligible operating costs. The block grant can also be used for transit service development and corridor projects. An individual block grant recipient's allocation may be supplemented by the State if (1) requested by the MPO, (2) concurrence by FDOT, and (3) funds are available. The Transportation Disadvantaged Commission is allocated 15 percent of Block Grant Program funds for distribution to Community Transportation Coordinators.

- Service Development projects, which are demonstration projects that can receive initial funding from the state.

  Note: For these projects, Up to 50 percent of the net project cost can be provided by the state. Up to 100 percent can be provided for projects of statewide significance (requires FDOT concurrence). Costs eligible for funding include operating and maintenance costs (limited to no more than three years) and marketing and technology projects (limited to no more than two years)

- Transit corridor projects that are shown to be the most cost effective method of relieving congesting and improving congestion in the corridor.
- Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy.

- Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.
- Assistance to fixed-guideway rail transit systems or extensions, or bus rapid transit systems operating primarily on dedicated transit right-of-way under the Florida New Starts Transit Program.

FUNDING ELIGIBILITY FOR NON-CAPACITY PROGRAMS

Statewide estimates for all state non-capacity programs are an integral part of the 2050 Revenue Forecast to ensure that statewide system preservation, maintenance, and support objectives will be met through 2050. These objectives will be met in each area, so it was not necessary to develop MPO estimates for these programs. Neither FDOT nor the MPOs need to identify projects for these programs. However, pursuant to an agreement between FDOT and the FHWA Division Office, FDOT has provided district-level estimates of existing facilities costs on the State Highway System to MPOs for inclusion in the documentation of their long range transportation plans.

SAFETY

Safety issues touch every area of the state transportation program. Specific safety improvement projects and sub-programs in this major program address mitigation of safety hazards that are not included in other major programs. Projects and programs eligible for funding include:

- Highway safety improvements at locations that have exhibited a history of high crash frequencies or have been identified as having significant roadside hazards;
- Grants to state and local agencies for traffic safety programs with the intent of achieving lower levels and severity of traffic crashes; and
- Promotion of bicycle and pedestrian safety and vulnerable road users, including programs for public awareness, education and training.

RESURFACING

The state periodically resurfaces all pavements on the State Highway System (SHS) to preserve the public's investment in highways and to maintain smooth and safe pavement surfaces. Projects and programs eligible for funding include:

- Periodic resurfacing of the Interstate, Turnpike and other components of the SHS;
- Resurfacing or reconstructing of county roads in counties eligible to participate in the Small County Road Assistance Program; and
- Periodic resurfacing of other public roads, consistent with federal funding criteria and FDOT and MPO programming priorities.

BRIDGE

The state repairs and replaces deficient bridges on the SHS, or on other public roads as defined by federal and state criteria. Projects and programs eligible for funding include:

- Repairs of bridges and preventative maintenance activities on bridges on the SHS;
- Replacement of structurally deficient bridges on the SHS (Note: The state Bridge Replacement Program places primary emphasis on the replacement of structurally deficient or weight restricted bridges. Planned capacity improvements for bridges that are to be widened or replaced to address highway capacity issues must be funded from SIS, SHS (non-SIS), Other Roads (non-SIS, non-SHS), and/or right-of-way major programs);
- Replacement of bridges which require structural repair but are more cost effective to replace;
- Construction of new bridges on the SHS;
- Replacement of structurally deficient bridges off the SHS but on the federal-aid highway system, subject to federal and state policies and eligibility criteria; and
- Replacement of structurally deficient bridges off the federal-aid highway system, subject to federal and state policies and eligibility criteria.

PRODUCT SUPPORT

Planning and engineering activities are required to produce the products and services described in the major programs discussed above. These are functions performed by FDOT staff and professional consultants. Costs include salaries and benefits; professional fees; and administrative costs such as utilities, telephone, travel, supplies, other capital outlay, and data processing. Functions eligible for funding include:

- Preliminary engineering (related to location engineering and design);
- Construction engineering inspection for highway and bridge construction;
- Right-of-way support necessary to acquire and manage right-of-way land for the construction of transportation projects;
- Environmental mitigation of impacts of transportation projects on wetlands;
- Materials testing and research; and
- Planning and Public Transportation Operations support activities.

OPERATIONS & MAINTENANCE

Operations and maintenance activities support and maintain the transportation infrastructure once it is constructed. Scheduled major repairs such as resurfacing and bridge replacement are not part of

operations and maintenance. They are included in the Resurfacing and Bridge programs, respectively. Functions eligible for funding include:

- Routine maintenance of the SHS travel lanes; roadside maintenance; inspections of state and local bridges; and operation of state moveable bridges and tunnels;
- Traffic engineering analyses, training and monitoring that focus on solutions to traffic problems that do not require major structural alterations of existing or planned roadways;
- Administration of and toll collections on bonded road projects such as toll expressways, bridges, ferries, and the Turnpike; and
- Enforcement of laws and FDOT rules which regulate the weight, size, safety, and registration requirements of commercial vehicles operating on the highway system.

ADMINISTRATION

Administration includes the staff, equipment, and materials required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions of carrying out the state transportation program. It also includes the purchase of and improvements to non-highway fixed assets. Eligible functions and programs are:

- Resources necessary to manage FDOT in the attainment of goals and objectives;
- Acquisition of resources for production, operation and planning units including personnel resources; external production resources (consultants); financial resources; and materials, equipment, and supplies;
- Services related to eminent domain, construction letting and contracts, reprographics, and mail service;
- Costs for the Secretary, Assistant Secretaries, and immediate staffs; for the Florida Transportation Commission and staff; and for the Transportation Disadvantaged Commission; and
- Acquisition, construction and improvements of non-highway fixed assets such as offices, maintenance yards, and construction field offices.

APPENDIX C: OTHER TRANSPORTATION REVENUE SOURCES

Local government revenues such as taxes and fees; federal funds distributed directly to local governments; and local or regional tolls play a critical role in providing transportation services and facilities. FDOT does not have access to detailed information on local and regional revenue sources and forecasts of revenues expected from them. Information on many of those sources can be found in *Florida's Transportation Tax Sources: A Primer* and the *Local Government Financial Information Handbook.* The following is guidance to MPOs in the identification and forecasting of current revenue sources, potential new sources, and the development of long range estimates.

CURRENT REVENUE SOURCES

MPOs should consider sources of local and regional revenues that have funded transportation improvements and services in recent years and are expected to continue. The following is a summary of sources potentially available to MPOs in the development of their LRTP.

LOCAL GOVERNMENT TAXES AND FEES

Local government sources include those that are dedicated for transportation purposes. In many areas these are supplemented by general revenues allocated to specific transportation programs (e.g., transit operating assistance may be provided from the general fund). Other sources are available for transportation if enacted by one or more local governments in the metropolitan area. Local government financial staff will have information on recent revenue levels, uses of funds, and trends.

STATE IMPOSED MOTOR FUEL TAXES

Florida law imposes per-gallon taxes on motor fuels and distributes the proceeds to local governments as follows: Constitutional Fuel Tax (2 cents); County Fuel Tax (1 cent); and Municipal Fuel Tax (1 cent). Constitutional Fuel Tax proceeds are first used to meet the debt service requirements on local bond issues backed by tax proceeds. The remainder is credited to the counties' transportation trust funds. County Fuel Tax receipts are distributed directly to counties. Municipal Fuel Tax proceeds are transferred to the Revenue Sharing Trust Fund for Municipalities, combined with other non-transportation revenues, and distributed to municipalities by statutory criteria.

The Constitutional Fuel Tax may be used for the acquisition, construction, and maintenance of roads. The County Fuel Tax and Municipal Fuel Tax may be used for any legitimate transportation purpose. Estimated distributions of these sources can be found in the Local Government Financial Information Handbook.

LOCAL OPTION MOTOR FUEL TAXES

Local governments may levy up to 12 cents of local option fuel taxes pursuant to three types of levies. Recent proceeds from these optional motor fuel taxes for each county are contained in the Local Government Financial Information Handbook.

First, a tax of 1 to 6 cents on every gallon of motor and diesel fuel may be imposed by an ordinance adopted by the majority vote of the county commission or by countywide referendum for up to 30 years. However, this tax is imposed on diesel fuel in every county at the rate of 6 cents per gallon. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, road construction or reconstruction). In addition, small counties (i.e., less than 50,000 as of April 1, 1992) may use these funds for other infrastructure needs.

Second, a tax of 1 to 5 cents on every gallon of motor fuel sold may be imposed by a majority plus one vote of the county commission or by countywide referendum. These funds may be used for transportation purposes to meet the requirements of the capital improvement element of an adopted comprehensive plan. This includes roadway construction, reconstruction, or resurfacing, but excludes routine maintenance.

Third, a tax of 1 cent (often referred to as the Ninth-Cent Fuel Tax) on every gallon of motor and diesel fuel sold may be imposed. A county can impose the tax on motor fuel by an extraordinary vote (majority plus one) of its board of commissioners. These funds may be used for any legitimate county or municipal transportation purpose (e.g., public transportation operations and maintenance, construction or reconstruction of roads).

OTHER TRANSPORTATION-RELATED SOURCES

Examples of these sources include public transportation fares and other charges, toll revenues from local or regional expressway and/or bridge authorities, transportation impact fees, and other exactions. The use of, and levels of proceeds from, these sources varies significantly among MPO areas.

PROPERTY TAXES AND OTHER GENERAL REVENUE SOURCES

Most local governments finance some transportation facilities and/or services from their general fund. These revenue sources include property taxes, franchise or business taxes, and local government fees. Sources, funding process, and eligible services vary widely among local governments. Local government financial staff have information on recent revenue levels, uses of funds, trends, and other information needed by MPOs.

DISCRETIONARY SALES SURTAXES

A Charter County and Regional Transportation System Surtax of up to 1 percent may be levied by charter counties, counties that are consolidated with one or more municipalities, and counties within or under an interlocal agreement with a regional transportation or transit authority created under Chapter 343 or Chapter 349, subject to a referendum. These funds may be used for fixed guideway rapid transit systems,

including the cost of a countywide bus system that services the fixed guideway system. Proceeds may also be transferred to an expressway or transportation authority to operate and maintain a bus system, or construct and maintain roads or service the debt on bonds issued for that purpose.

A Local Government Infrastructure Surtax of either 0.5 percent or 1 percent may be levied for transportation and other purposes. The governing authority in each county may levy the tax by ordinance, subject to a successful referendum. In lieu of county action, municipalities representing the majority of the county population may adopt resolutions calling for countywide referendum on the issue and it will take effect if the referendum passes. The total levy for the Local Government Infrastructure Surtax and other discretionary surtaxes authorized by state law (for school construction, hospitals and other public purposes) cannot exceed 1 percent. See section 212.055, Florida Statutes, for more information on these discretionary sales surtaxes.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

ADDITIONAL FEDERAL REVENUES

These are revenues from federal sources that are not included in the 2050 Revenue Forecast. Examples include federal assistance for aviation improvements and capital and operation assistance for transit systems. Potential sources distributed directly to local governments or authorities include revenue from the Federal Airport and Airway Trust Fund, the Federal Highway Trust Fund (Mass Transit Account), and the Federal General Fund.

BOND PROCEEDS

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designed to fund programs (e.g., transportation, stormwater) and/or specific projects. Primarily for this reason, analyses of the potential use of this source should be undertaken separately from analyses of the use of bonds for toll facilities.

OTHER CURRENT SOURCES

Other possible sources include private sector contributions or payments, such as proportionate share contributions. Often, these will be sources for specific projects or programs.

NEW REVENUE SOURCES

Revenues from current sources have not been sufficient to meet transportation capacity, preservation, and operational needs in Florida's MPO areas. MPOs should examine the potential for new revenue sources that could be obtained to supplement current sources to meet those needs. This examination of each potential source should include analyses of:

- Authority (how sources are authorized in current state and/or local laws and ordinances);
- Estimates of proceeds through 2050;
- Reliability of the estimates (e.g., amount, consistency); and
- Likelihood that the source will become available (e.g., the probability that the proceeds will be available to fund improvements, considering issues such as previous state and/or local government legislative decisions, results of previous referenda, and commitments from decision makers).

OPTIONAL SOURCES AUTHORIZED BY CURRENT STATE LAW

Communities in most MPO areas have not taken full advantage of some of the optional and discretionary transportation revenue sources authorized by current state law. These include the Ninth-Cent Fuel Tax, the full 11 cents available from the Local Option Fuel Tax, the Charter County and Regional Transportation System Surtax, and the Local Government Infrastructure Surtax. Where authorized, these sources are subject to either the approval of local governing bodies or referenda.

INNOVATIVE FINANCING SOURCES

Typically, these are other sources that are used in some local areas in Florida or other states, but are not used in a specific MPO area (e.g., toll facilities). Most require state and/or local government legislative authorization before they can be established.

In addition, state and/or federal law has authorized several transportation finance tools that can make additional funds available or accelerate the completion of needed projects. These tools are described in Appendix D of this document, Transportation Finance Tools.

DEVELOPMENT OF REVENUE ESTIMATES FOR OTHER TRANSPORTATION REVENUE SOURCES

MPOs should develop annual estimates through 2050 for each current or new revenue source. These annual estimates should be summarized into time bands similar to the state's revenue forecasts (e.g., 5 years) for consistency in the plan development purposes. MPOs should consult with financial planning staff from local governments and service providers and consider the following.

HISTORICAL DATA

Information should be obtained related to factors that may affect the revenue estimates, such as recent annual proceeds and growth rates. MPOs should consider forecasting methodologies that include the relationships of revenue growth rates to other factors (e.g., population growth, retail sales) to assist with revenue projections, particularly if little historical data exist or annual proceeds fluctuate significantly (e.g., proceeds from impact fees).

ADJUSTMENTS FOR GROWTH RATES AND INFLATION FACTORS

To be consistent with the FDOT revenue forecast, estimates of future revenue from other transportation sources should calculate the value of money in the "year of expenditure". Appendix E provides information for adjusting revenue forecasts to "year of expenditure" dollars.

CONSTRAINTS ON THE USE OF REVENUES

MPOs should identify any constraints or restrictions that may apply to a revenue source for its use to fund multimodal transportation improvements. For example, federal and local transit operating assistance may be limited to transit services and cannot be used to fund highway improvements. Other constraints include any time limitations on the funding source, such as the limitations on levies of discretionary sales surtaxes.

APPENDIX D: TRANSPORTATION FINANCE TOOLS

MPOs are encouraged to consider innovative or non-traditional sources of funding and financing techniques in their long range plans. These may include optional revenue sources such as local option motor fuel taxes or local option sales taxes that are not currently in place, toll facilities, public/private partnerships, and debt financing. Debt financing and funds to be paid back from future revenues should be analyzed carefully before deciding to use this type of funding for projects. There are tradeoffs between building a project earlier with debt financing than would otherwise be the case and these tradeoffs may come with increased costs from interest and other expenses required to finance projects this way.

Several of the sources or techniques below are available because of state and federal laws. Concurrence of FDOT, and in some cases the federal government, is required before projects or programs can be funded through these sources. As a result, each MPO should coordinate with FDOT before including these sources and techniques in its long range plan.

The following is general guidance for specific sources. More detailed guidance can be obtained from FDOT staff. Guidance on planning for future toll facility projects is also included, although Turnpike Enterprise revenue is not included in this revenue forecast.

FEDERAL/STATE TRANSPORTATION FINANCE TOOLS

Federal law allows several methods of transportation finance that provide opportunities to leverage federal transportation funds. Most of the tools can be applied in more than one state program. These tools are not identified separately in the Program and Resource Plan, but FDOT has established processes and criteria for their use. MPOs should work closely with FDOT before including these and other federal financing tools as part of their long range financial planning.

STATE INFRASTRUCTURE BANK (SIB)

The SIB was originally established by the National Highway System Act of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB account (capitalized by federal money and matched with appropriate state funds as required by law); and the state-funded SIB account (capitalized with state funds and bond proceeds). The SIB can provide loans and other assistance to public and private entities carrying out or proposing to carry out projects eligible for assistance under state and federal law. Highway and transit projects are eligible for SIB participation. See FDOT Work Program Instructions for more details.

SIB applications are accepted during the published advertisement period via the FDOT online application process (See http://www.dot.state.fl.us/officeofcomptroller/PFO/sib.shtm).

FLEXIBLE MATCH

Federal law allows private funds, materials or assets (e.g., right-of-way) donated to a specific federal-aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost item meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for use on other projects.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)

Federal law authorizes the USDOT to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured (direct) loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors (e.g., state departments of transportation, transit operators, special authorities, local governments, and private consortia). Various highway, transit, rail, and intermodal projects may receive credit assistance under TIFIA.

STATE TRANSPORTATION FINANCE TOOLS

Florida law establishes several programs that allow the state, local governments, and transportation authorities to cooperatively fund transportation projects sooner than would be the case under traditional state programs. In addition, state funds can be used to assist local governments and transportation authorities with pre-construction activities on potential toll facilities and to assist with state economic development.

LOCAL FUND REIMBURSEMENT

Local Fund Reimbursement (LFR) are local funds used to advance a project in the adopted Five-Year Work Program. Section 339.12, F.S., authorizes the local government reimbursement program. It allows projects in the adopted Five-Year Work Program to be advanced, subject to a statewide $250 million cap on commitments. There are statutory exceptions to the $250 million cap as described in the referenced statute.

Local entities provide the funding for specific projects in advance and will be reimbursed in the future. The reimbursement will come in the year the project was initially funded in the adopted Five-Year Work Program. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than scheduled in the Five-Year Work Program.

FUTURE TOLL FACILITY PROJECTS IN MPO LONG RANGE TRANSPORTATION PLANS

FDOT and local expressway authorities engage in studies of the feasibility of new toll facilities or extensions of existing facilities. If an MPO desires to include future toll facility projects in its long range plan beyond those currently included in the 2050 SIS CFP, the MPO should coordinate with the District and, as appropriate, local authority staff to determine if these facilities should be included in the plan (possibly as illustrative projects). Items to be considered include:

- Local/regional support of elected officials and the public for the project;
- Environmental, socio-economic and related impacts of the project;
- Consistency with affected local comprehensive plans; and
- Economic feasibility of the project (costs, revenues, debt service coverage, value for money analysis which compares public and privately financed alternatives side-by-side before a financing option is selected. This analysis is a strong tool for informing the public and ensuring that public funds have been protected.)

FDOT's experience with analyses of economic feasibility for such projects suggests that it is extremely difficult to meet debt service requirements for a new toll facility or extension solely with toll revenues generated by the project, particularly in early years of operation. Often, the difficulty varies depending upon the location of the facility i.e., urban versus suburban versus rural. However, each project is different based upon the location, competing roadways, and other factors. When little project information is available, FDOT offers the following additional considerations to MPOs that are interested in including future toll facility projects in their cost feasible long range plans:

- For projects in suburban or emerging suburban areas, estimated toll revenues likely will cover only a portion of the total project cost;
- For projects in urban areas, estimated toll revenues may cover a somewhat higher portion of the cost of the project. However, project costs usually are higher in urban areas;
- For projects in rural areas, possibly associated with proposed new land development which will take time to materialize, estimated toll revenues in the early years likely will be substantially lower than necessary to eventually cover total project cost.

For the purposes of the MPO long range transportation plan, MPOs should document the amount and availability of revenues from other sources expected to be available to finance the project cost. Other sources may potentially include local revenue sources, Other Roads (non-SIS/non-SHS) funds from the 2050 Revenue Forecast, and private sector contributions. FDOT encourages MPOs to consult with their District and, as appropriate, local authority for technical assistance in preparing early analyses for possible toll facilities in the cost feasible long range transportation plan.

APPENDIX E: FORECAST CALCULATIONS FOR GROWTH AND INFLATION

Consistent with federal planning regulations in 23 CFR 450.324(f)(11) and the *Financial Guidelines for MPO 2050 Long Range Plans* dated May 2022, the 2050 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. In this revenue forecast, growth rates and inflation factors are independent calculations.

- For revenues, FDOT applies growth factors to amounts following the 2023/24-2027/28 Five-Year Work Program commitments to forecast a reasonable expectation of future revenues to the horizon year. In this revenue forecast, growth factors are the rate used to grow present day revenues over multiple periods to the horizon year of 2050. The approach for calculating growth rates is described below.
- For project costs, FDOT provides inflation factors for MPOs to use to adjust present day costs to the anticipated future year of expenditure. In this revenue forecast, inflation factors are the rate used to increase present day project costs over time to year of expenditure. MPOs should adjust project costs to YOE dollars using inflation factors to ensure their costs are expressed in the same time frame as the projected revenues.

All amounts (revenues and costs) in the forecast should be expressed in YOE dollars.

GROWTH RATES



FDOT uses a zero percent growth rate for federal funds past the timeframe of the current federal legislation. FDOT takes a conservative approach in forecasting federal funds past the current federal transportation act. This is a long standing practice and aligns with current FDOT financial policies. The zero percent growth rate is applied for all federal funds starting in 2027/28, the first year after the Five-Year Work Program.



FDOT calculates annual growth rates for state funds using information from the Revenue Estimating Conference (REC). The Office of Work Program and Budget receives the REC forecast for tax receipts and reviews it for use in the 10-year Program and Resource Plan (PRP). This is accomplished by using the last complete fiscal year reflecting actual amounts and the next nine fiscal year amounts based on the current REC (August 2022 for this revenue forecast). Beginning in the 'tenth' year of the PRP to the end of the forecast period, growth rates are calculated based on a rolling eight year average for fuel-, tourism-, and vehicle-related taxes as well as documentary stamp taxes. The August 2022 REC forecast projects a decline in forecast of tax receipts starting in 2044/2045 so the growth rate reflects negative growth in 2045/46-2059/50. In the case of the fuel taxes, an annual 0.5 percent reduction is applied to account for greater future fuel efficiency. The amount determined for the fuel efficiency reduction is considered in connection with

current fuel efficient vehicles trends and the state of the economy as a whole. The growth rates are applied starting in 2027/28, the first year after the Five-Year Work Program. **Table 24** lists the growth rates for state funds from 2027/28 – 2049/50.

Table 24. Growth Rates for 2027/28 – 2049/50

YEAR	RATE	YEAR	RATE	YEAR	RATE	YEAR	RATE
2027/28	1.74%	2033/34	1.04%	2039/40	0.49%	2045/46	-0.03%
2028/29	1.65%	2034/35	0.97%	2040/41	0.40%	2046/47	-0.11%
2029/30	1.45%	2035/36	0.89%	2041/42	0.31%	2047/48	-0.19%
2030/31	1.49%	2036/37	0.81%	2042/43	0.23%	2048/49	-0.26%
2031/32	1.51%	2037/38	0.72%	2043/44	0.14%	2049/50	-0.33%
2032/33	1.11%	2038/39	0.61%	2044/45	0.05%		

INFLATION FACTORS

FDOT calculates cost inflation factors for the Work Program process considering a number of common indices including the Consumer Price Index, the Chained Price Index for State and Local Gross Investment in Highways and Streets, and the Producer Price Index. Consideration of these nationwide indices helps ground the approach to inflating project costs to accommodate the impact to purchasing power in transportation projects.

MPOs should use inflation factors to adjust project costs from "present day cost" dollars for recent years (i.e., 2022/23, 2023/24) to future YOE dollars. Present day costs are based on the value of money in the recent year and have not been adjusted for inflation. MPOs should also adjust any estimates of local revenues that are not included in FDOT's forecast to YOE dollars. The inflation multipliers shown below are based on FDOT's inflation factors associated with the FY 2024-2028 Work Program and previous work programs.

INFLATION FACTORS BY TIME BAND

Table 25 provides MPOs with the applicable factors by time bands to convert project costs to YOE dollars for costs estimated in fiscal years 2022/23, 2023/24, and 2024/25.

Table 25. Inflations Factors By Time Bands

TIME BANDS FOR PLANNED PROJECT OR PROJECT PHASE	MULTIPLIERS TO CONVERT PROJECT COST ESTIMATES TO YOE DOLLARS		
	PROJECT COST IN 2022/23 PDC $	PROJECT COST IN 2023/24 PDC $	PROJECT COST IN 2024/25 PDC $
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

USING THE INFLATION FACTORS BY TIME BAND

If the cost estimate for a specific project, using funds estimated in this revenue forecast, was developed in fiscal year 2022/23 dollars and the project is planned to be implemented in the 2025/26 – 2029/30 time period, the MPO should multiply the cost estimate by the applicable multiplier to convert the cost estimate to YOE dollars.

YOE dollars = 2022/23 dollars X 2023 PDC multiplier for 2025/26-2029/30 time band

For example, the MPO calculated a 2022/23 cost estimate for an interchange improvement at $30,000,000. The project is planned to be implemented in the 2025/26 – 2029/30 time period. The MPO would multiply $30,000,000 by 1.16 for a YOE amount of $34,800,000 using the inflation factor for the 2025/26 – 2029/30 time band in **Table 25**.

$34,800,000 = $30,000,000 X 1.16

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INFLATION FACTORS BY INDIVIDUAL YEAR

Table 26 provides MPOs with the annual multipliers to convert project costs to YOE dollars.

Table 26. Multiplier By Inflation Factors For Individual Year

FISCAL YEAR	INFLATION FACTOR	MULTIPLIER	FISCAL YEAR	INFLATION FACTOR	MULTIPLIER
2022/23	Base	1.000	2036/37	3.3	1.553
2023/24	2.8	1.028	2037/38	3.3	1.604
2024/25	2.9	1.058	2038/39	3.3	1.657
2025/26	3.0	1.090	2039/40	3.3	1.712
2026/27	3.1	1.123	2040/41	3.3	1.768
2027/28	3.2	1.159	2041/42	3.3	1.826
2028/29	3.3	1.198	2042/43	3.3	1.887
2029/30	3.3	1.237	2043/44	3.3	1.949
2030/31	3.3	1.278	2044/45	3.3	20.13
2031/32	3.3	1.320	2045/46	3.3	2.080
2032/33	3.3	1.364	2046/47	3.3	2.148
2033/34	3.3	1.409	2047/48	3.3	2.219
2034/35	3.3	1.455	2048/49	3.3	2.292
2035/36	3.3	1.503	2049/50	3.3	2.368

USING THE INFLATION FACTORS BY INDIVIDUAL YEAR

If the cost estimate for a project generated by a local government using their own estimate was developed in FY 2022/23 and the project is planned to be implemented in 2026/27, the MPO can use the following formula to convert the local government cost estimate prepared in present day dollars to YOE dollars using the inflation factors in **Table 26.**

YOE dollars = 2022/23 PDC dollars X Multiplier for 2026/27 Fiscal Year

For example, a local government provided the MPO with a 2022/23 cost estimate for widening a road from 2 lanes to 4 lanes at $20,100,000. The project is planned to be implemented in 2026/27. The MPO would multiply $20,100,000 times 1.123 for a YOE amount of $22,572,300.

$22,572,300 = $20,100,000 X 1.123

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

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RELATIONSHIP OF CONSTRUCTION AND ROW COSTS

FDOT has experienced extreme variation in the costs of right-of-way for improvement projects. Since fiscal year 1990/91-1991/92, District right-of-way programs have ranged from as low as 4 percent of construction costs to more than 30 percent and, in rare instances, have exceeded construction costs. MPOs should work with their District liaison for more information on right-of-way costs.

The 2050 Revenue Forecast contains estimates for combined construction and right-of-way funding. For planned construction projects, MPOs are requested to work with District staff to develop right-of-way estimates and right-of-way inflation estimates. If no project-specific estimate is available, MPOs should use the right-of-way/construction ratio recommended by the District to estimate right-of-way costs. For example, if the estimated construction cost of a project is $40 million and the District has established a right-of-way/construction ratio of 25 percent, then the total cost for construction and right-of-way is $50 million ($40 million + $10 million).

FDOT Strategic development

2050 REVENUE FORECAST HANDBOOK

2050 REVENUE FORECAST
FLORIDA-ALABAMA TPO

The purpose of this revenue forecast is to provide the **Florida-Alabama TPO** with a MPO-specific forecasts for use in building their 2050 Long Range Transportation Plan (LRTP). This same revenue forecast is used by FDOT for the SIS 2050 SIS Cost Feasible Plan. Statewide and Districtwide revenue forecasts, applicable to all MPOs, can be found in the 2050 Revenue Forecast Handbook.

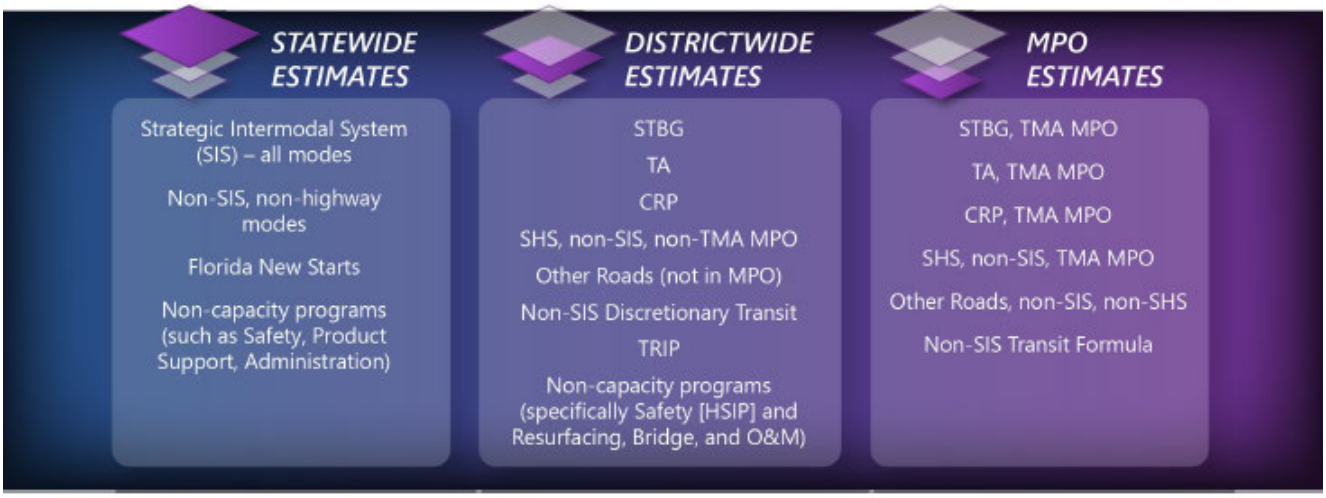
This document only provides forecasts for state and federal funds that "flow through" the FDOT Work Program. Note: Turnpike Enterprise revenue estimates are not provided. For Turnpike project information, refer to the Turnpike Ten-year Finance Plan. In addition, forecasts for local resources are not provided. For local resource information, see Appendix C of the 2050 Revenue Forecast Handbook.

This revenue forecast is for the entire LRTP planning horizon through state fiscal year 2049/50.

REVENUE FORECASTING FRAMEWORK

The framework for presenting the 2050 revenue estimates is shown in **Figure 1** below.

Figure 1. Revenue Forecast Framework



STATEWIDE ESTIMATES – REVENUE ESTIMATES REPORTED AT A STATEWIDE LEVEL

For the purposes of this revenue forecast, FDOT reports revenue estimates at the statewide level for all modes on the Strategic Intermodal System (SIS); non-SIS/non-highway modes including aviation, rail, seaport development, intermodal access, and Shared-Use Nonmotorized (SUN) Trail; and Florida New Starts. In addition, FDOT provides statewide estimates for non-capacity programs designed to support and maintain the State Highway System (SHS) including safety; resurfacing; bridge, product support; operations and maintenance; and administration. These statewide estimates are funded with both federal and state funds. Because all of these programs are administered at the statewide level, the statewide estimates are largely for informational purposes for the MPOs.

FDOT takes the lead in identifying planned projects for statewide programs. None of these funds are specifically allocated at the MPO level in the revenue forecast. Funds allocated to the SIS are identified by FDOT Districts in coordination with the MPOs, regional planning councils, local governments, and other transportation providers and listed in the SIS 2050 CFP. These SIS projects must be included in the MPO's LRTP to advance in the Work Program.

Refer to *2050 Revenue Forecast Handbook* for Statewide Estimate Tables 5-8.

DISTRICTWIDE ESTIMATES – REVENUE ESTIMATES REPORTED BY FDOT DISTRICT

Revenue estimates for the following programs are provided for each FDOT District. MPOs should work with their FDOT District Liaison to identify funding opportunities for these programs including Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Carbon Reduction Program (CRP), SHS (non-SIS), Other Roads (non-SIS, non-SHS), Non-SIS Transit Discretionary, Transportation Regional Incentive Program (TRIP), and some non-capacity programs such as Highway Safety Improvement Program (HSIP), Resurfacing, Bridge, and Operations & Maintenance (O&M). These programs can be used to identify funding opportunities for MPOs. MPOs should work with their FDOT District Liaison to identify planned projects for these funding sources. A districtwide table for Other Roads for areas not in an MPO is provided for informational purposes.

Refer to *2050 Revenue Forecast Handbook* for Districtwide Estimate Tables 9-17.

METROPOLITAN PLANNING ORGANIZATION (MPO) ESTIMATES- REVENUE ESTIMATES REPORTED FOR EACH MPO

Revenue estimates by certain federal and state programs including STBG – TMA MPOs, TA – TMA MPOs, CRP – TMA MPOs, SHS (non-SIS) – TMA MPOs, Other Roads (non-SIS, non-SHS), and Non-SIS Transit (excluding Florida New Starts and Transit discretionary) are reported for each MPO, as applicable.

SURFACE TRANSPORTATION BLOCK GRANT – TMA MPO

These are federal funds from the Surface Transportation Block Grant program that are allocated to TMA MPOs, based on population, to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. **Table 27** provides the estimate for the **Florida-Alabama TPO**.

Table 27. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for STBG (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
STBG (SU, in TMA with population > 200K)	$15.72	$29.13	$28.49	$28.49	$56.98	$158.80

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE – TMA MPO

These are federal funds from the Transportation Alternatives set-aside that are allocated to TMAs. They can be used to assist MPOs with projects for pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **Table 28** provides the estimate for the **Florida-Alabama TPO**.

Table 28. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for TA (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
TA (TALU, in TMA with population > 200K)	$3.21	$5.20	$5.20	$5.20	$10.41	$29.22

CARBON REDUCTION PROGRAM – TMA MPO

These are federal funds from the Carbon Reduction Program that are allocated to TMA MPOs. They can be used to assist MPOs with projects designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. **Table 29** provides the estimate for the **Florida-Alabama TPO**.

Table 29. Florida-Alabama TPO – TMA MPO Level Estimate for CRP (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
CRP (CARU, in TMA with population > 200K)	$3.15	$4.32	$4.32	$4.32	$8.64	$24.76

SHS (NON-SIS) – TMA MPO

These are state funds used for highway improvements on the SHS. By law, state funds can only be used for highway improvements on the SHS, except to match federal aid, for SIS connectors owned by local governments, or for other approved programs. **Table 30** provides the estimate for the **Florida-Alabama TPO**.

Table 30. Florida-Alabama TPO – TMA MPO Level Revenue Estimate for SHS (non-SIS) (Millions of $)

PROGRAMS FUNDING SOURCE: STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
SHS (non-SIS, in TMA)	$0.68	$7.57	$17.98	$18.69	$38.03	$82.95

OTHER ROADS (NON-SIS, NON-SHS)

These are federal and state funds that may be used off-system which are roads that are not on the SIS or the State Highway System (i.e., roads owned by counties and municipalities) and could include programs such as Small County Outreach Program (SCOP) and County Incentive Grant Program (CIGP). **Table 31** provides the estimate for the **Florida-Alabama TPO**.

Table 31. Florida-Alabama TPO – MPO Level Revenue Estimate for Other Roads (non-SIS/non-SHS) (Millions of $)

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Other Roads (non-SIS/non-SHS)	$0.63	$11.28	$9.89	$10.29	$20.94	$53.02

NON-SIS TRANSIT FORMULA (EXCLUDING FLORIDA NEW STARTS AND TRANSIT DISCRETIONARY)

These are federal and state funds for technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Transit program estimates are based on a formula between Districts and counties according to population. MPOs should work with their District Liaison for agreement on how they will be incorporated in the update of the MPO's LRTP. MPOs also are encouraged to work with transit agencies and others that directly receive federal transit funds to ensure all such funds are captured in their LRTPs. **Table 32** provides the estimate for the **Florida-Alabama TPO**.

Table 32. Florida-Alabama TPO – MPO Level Revenue Estimate for Non-SIS Transit Formula

PROGRAMS FUNDING SOURCE: FEDERAL/STATE	TIME PERIODS (FISCAL YEARS)					
	2023/24-2024/25	2025/26-2029/30	2030/31-2034/35	2035/36-2039/40	2040/41-2049/50	27-YEAR TOTAL 2024/25- 2049/50
Transit Formula	$2.67	$7.33	$7.93	$8.29	$16.92	$43.15

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Thursday, March 27, 2025 1:10 PM
To: Gary Kramer; Wilkinson, Cory
Subject: Updated STBG & TA revenue forecast
Attachments: Supp_FL-AL_LRTPRevEst_DwideFunds_3-21-25.xlsx

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gary, I have updated the revenue forecast supplement for the Non-TMA STBG and TA funds. We can discuss the changes at our meeting this afternoon.

Bryant T. Paulk, AICP
Urban Planning Manager | Milton Operations Center
6025 Old Bagdad Hwy | Milton, FL 32583
Bryant.Paulk@dot.state.fl.us
Office 850-981-2754
Cell 850-703-7254

Districtwide Revenue Estimate
Florida - Alabama TPO Allocation

Funding Source	FY24-25	FY26-30	FY31-35	FY36-40	FY41-50	Total
STBG (exclues TMA funds)	$18.90	$31.45	$36.14	$36.14	$72.27	$194.90
TA (excludes TMA funds)	$2.16	$4.40	$4.43	$4.43	$8.87	$24.29
TRIP	$2.42	$5.37	$5.85	$6.12	$12.48	$32.24

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Tuesday, April 8, 2025 7:54 AM
To: Gary Kramer; Wilkinson, Cory
Subject: RE: Schedule for Tuesday April 8, 2025

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Couple of comments in advance of our meeting.

First, the proposed Pine Forest improvements south of I-10 can be considered for SIS funding. While not in the SIS plans the LRTP can allocate those costs to the SIS program as part of the "beyond 2050" column until the SIS program is updated to include the improvements. However, if this assumption creates any issues the improvements south of I-10 can always be included in the non-SIS revenue.

Also, the interchange improvements at Pine Forest and I-10 will be included in the I-10 widening project. Since there is so little capacity revenue, we may want to touch base with the respective project managers to determine how much of the Pine Forest improvements will be included in the I-10 interchange project. Everything we can get included in the interstate project will help the TPO's plan.

Second, since the 2050 Revenue Forecast applied a 0% growth rate to all federal funds, I don't believe a reduction of those anticipated funds in necessary when you bring everything back to PDC. If I'm overlooking or misinterpreting anything about that process, please feel free to correct me.

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From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Tuesday, April 15, 2025 7:14 AM
To: Wilkinson, Cory
Cc: Gary Kramer; Lepp, Nick
Subject: RE: Weekly LRTP Meeting
Attachments: RE: Revenue Forecast

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: **[EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Cory, I checked with FDOT Central Office and they provided the attached clarification. Based on this guidance you can use the STBG revenues to calculate the Preliminary Engineering percentage. The language in the Handbook is definitely not clear on this point.

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Cell 850-703-7254

From: Neidhart, Mike <Mike.Neidhart@dot.state.fl.us>
Sent: Monday, April 14, 2025 3:11 PM
To: Bryant T. Paulk; Green, Donna
Cc: Collins, Kaylor; Johnson, Christy; Nelson, Arthur
Subject: RE: Revenue Forecast

Hi Bryant,

The short answer is yes—MPOs can assume that 22% of estimated funds are available from the Statewide Product Support estimates for projects using STBG funds.

The reason STBG wasn't specifically mentioned in the highlighted paragraph is because that section was focused on facility types (like SIS, SHS, non-SHS, etc.). STBG, on the other hand, is a funding type and can be applied across all of those facility types.

Let me know if anything's unclear or if you want to talk it through.

Thanks,
Mike

Mike Neidhart, PhD, AICP
Statewide MPO Coordinator
605 Suwannee St. | Tallahassee, FL 32399
Office: 850-414-4905

Office of POLICY PLANNING
Florida Department of Transportation

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Monday, April 14, 2025 11:11 AM
To: Green, Donna <Donna.Green@dot.state.fl.us>; Neidhart, Mike <Mike.Neidhart@dot.state.fl.us>
Cc: Collins, Kaylor <Kaylor.Collins@dot.state.fl.us>; Johnson, Christy <Christy.Johnson@dot.state.fl.us>
Subject: Revenue Forecast

Donna/Mike, when you get the chance, please look at the highlighted section of the attached page from the 2050 Revenue Forecast Handbook. The handbook states MPOs can assume a 22% allocation for preliminary engineering based on their SHS(non-SIS) and Other Roads(non-SISW, non-SHS). It does not specifically call out the STBG funds, does this mean the MPOs are not allowed to assume any STBG funds will go towards preliminary engineering costs?

Thanks for the clarification.

Bryant T. Paulk, AICP
Urban Planning Manager | Milton Operations Center

From: Bryant T. Paulk <Bryant.Paulk@dot.state.fl.us>
Sent: Thursday, October 2, 2025 10:37 AM
To: Gary Kramer; Wilkinson, Cory; Lepp, Nick
Subject: 2050 Revenue Forecast

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gary, after another review of the 2050 Revenue Handbook I offer up the following points to support the current calculations of federal funds in the LRTP CFP. The District is open to additional discussions on this topic, but at this point we recommend proceeding with the original guidance.

- Appendix E identifies a zero-growth rate for federal funds beyond the timeframe of the current legislation (This rate is effective for federal funds beginning in FY28).
- Table 24 of Appendix E does provide growth rates for revenue through the horizon year of 2050 but identifies those rates as specifically for State funds.

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ALABAMA DEPARTMENT OF TRANSPORTATION
Local Transportation Bureau
1409 Coliseum Blvd., Montgomery, Alabama 36110-2060
Phone: (334) 242-6206 FAX: (334) 353-6530
Internet: http://www.dot.state.al.us

Kay Ivey
Governor

John R. Cooper
Transportation Director

February 23, 2024

Mr. Austin Mount, Executive Director
Emerald Coast Regional Council
P.O. Box 11399
Pensacola, FL 32524

ATTN: Ms. Dawn Schwartz, Accountant

Subject: MPO Long-Range Transportation Plan FY-2024 Financial Information

Dear Mr. Mount:

As part of the comprehensive, cooperative, and continuing transportation planning process, a Metropolitan Planning Organization (MPO) is required to develop a Long-Range Transportation Plan (LRTP) every five years. In Alabama, LRTPs will forecast transportation projects for a 25-year (FY-2050) horizon. The program of projects (POP) over that time is expected to be fiscally constrained, meaning the cost of projects in the LRTP cannot exceed funding that is "reasonably expected to be available (23 CFR 450.324)."

The MPO should work with the Alabama Department of Transportation Region office to determine what projects will be eligible for funding. All planned transportation projects located in the metropolitan planning area should be included in the long-range transportation plan, regardless of funding source.

This includes:

- All projects receiving funding from the Federal Highway Administration
- All projects receiving funding from the Federal Transit Administration
- Regionally Significant Projects as defined by 23 CFR 450.104

Below is a summary of funding availability for the MPOs 2050 Long-Range Transportation Plan.

Capacity - Projects to be included in the FY2024-2027 Transportation Improvement Program can be obtained from the ALDOT CPMS Portal. ALDOT anticipates allocating $ 9,660,577 in Federal funds for Capacity Projects within the MPO for fiscal years 2028-2050. Please coordinate with your ALDOT Region to ensure that your financially constrained project table, generated from CPMS, is limited to the anticipated allocation.

Operations and Maintenance (O&M) - Projects included in the FY-2024-2027 Transportation Improvement Program can be obtained from the ALDOT CPMS Portal. ALDOT anticipates allocating $15,220,551 in Federal funds for O&M Projects within the MPO Census urbanized area or study area for fiscal years 2028-2050. Please coordinate with your ALDOT Region to ensure that your financially constrained project table, generated from CPMS, is limited to the anticipated allocation.

MPO Dedicated - Please see the Urban Funds Report sent to you monthly for the Federal funds allocated annually to be utilized on MPO Dedicated Projects. Please enter any projects into the ALDOT CPMS Portal that you wish to include in your LRTP so that the ALDOT Region may enter those projects into CPMS.

Please contact Robert B. Dees, P.E. at 334-242-6818 or e-mail deesr@dot.state.al.us for more information.

Sincerely,

Bradley B. Lindsey, P.E.
State Local Transportation Engineer

BBL:RBD:cpg
CC: Mr. John R. Cooper, Transportation Director
Mr. Edward N. Austin, P.E., Chief Engineer
Mr. Clay P. McBrien, P.E., Asst. Chief Engineer, Policy & Planning
Mr. Joe H. Lister, Jr., P.E., State Office Engineer
Mr. Robert B. Dees, P.E., Asst. State Local Transportation Engineer - Planning
Mr. Bryan K. Fair, P.E., Asst. State Local Transportation Engineer - Transit
Aaron Dawson, FHWA, Alabama
Courtney Roberts, Office of Planning and Program Development, FTA - Region 4
e-file

Appendix G: Needs Plan Purpose and Need Statements

PURPOSE AND NEED STATEMENTS

2050 Florida-Alabama Long Range Transportation Plan

Needs Plan

Notes:

- Due to the iterative nature of the development of Needs Plan projects over a period of several months, the Needs Plan identification Map (ID) ***numbering is not necessarily sequential and/or continuous*** within each project category range. This is intentional in order to minimize the re-numbering and re-mapping of all projects when modifications, additions, or deletions occur.

- Where possible, Purpose and Need Statements are grouped by roadway network or corridor.

- The Map ID number ties to the *Dashboard*, which was developed as an interactive innovative visualization tool to assist the ECRC, TPO, Steering Committee, military, local governments and the public in developing the Needs Plan and providing consistency with local government comprehensive plans, DOT work programs, and other adopted planning products.

- Purpose and Need Statements are developed *only for capacity projects* in accordance with the Scope of Services and are broadly intended to be further developed and carried forward into the next phase of project development such as the Efficient Transportation Decision Making (ETDM) and/or National Environmental Policy Act (NEPA) process as one way to enhance the linkage between Planning and Environmental Linkages (PEL) and to further the purposes of Planning Consistency.

- Capacity projects include Seven-Layer Cake (Technology) projects, Intersection Projects, and Corridor Management Projects. Projects are grouped by corridor and/or similar purpose / need and generally follow this order:
    - Seven-Layer Cake Projects [Map ID range 600-699]
    - Capacity Projects [Map ID range 200-399]
    - Intersection Projects [Map ID range 800-899]
    - Corridor Management Projects [Map ID range 400-499]

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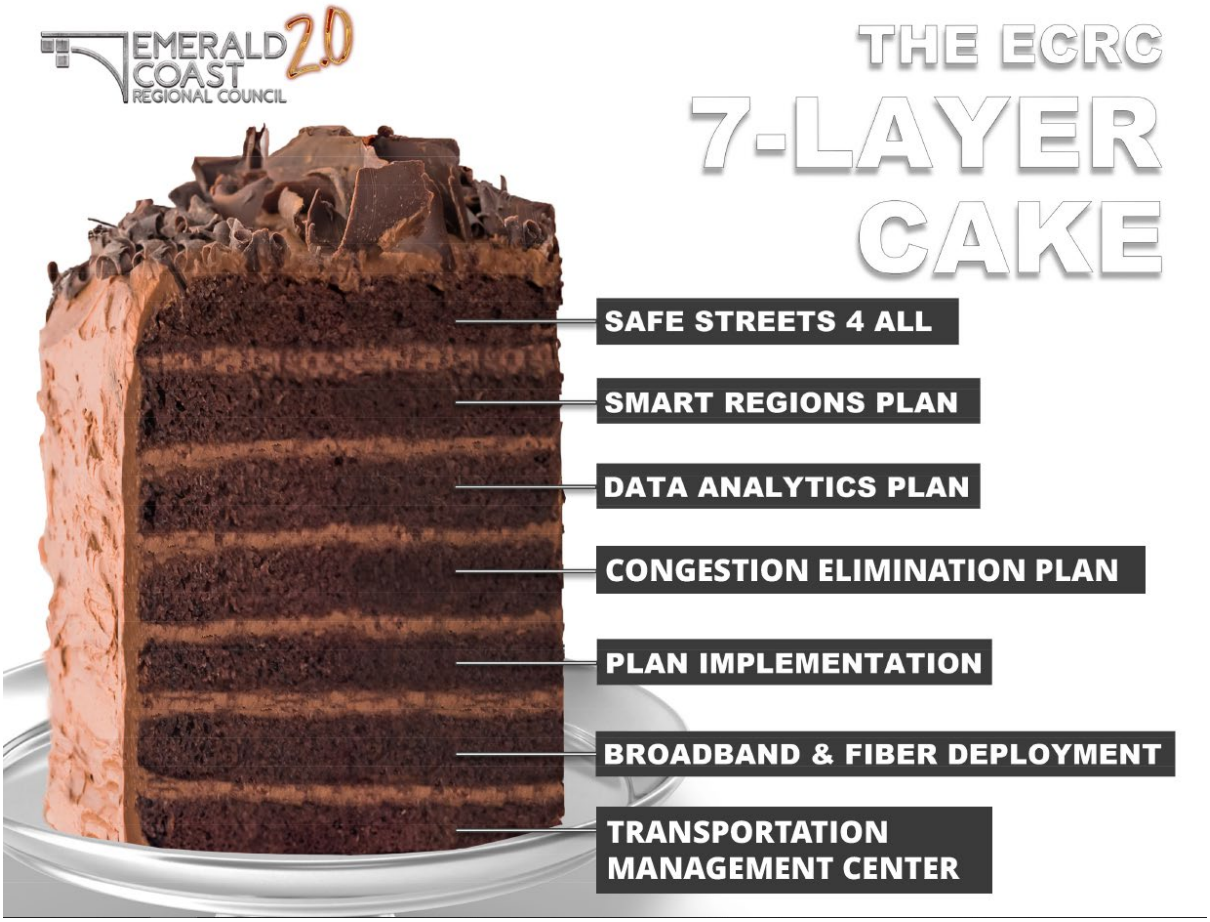
ECRC Seven-Layer Cake Projects

Seven-Layer Cake is the ECRC recipe for Safety and Technology.

Each layer is an ingredient supporting the Transportation Management Center (#1 Non-SIS FL-AL Priority).

These projects are listed first because of their association with the #1 Non-SIS Priority and emphasis on safety.



MAP ID 600, 601, 602, 653, 654, 655, 658

PROJECT NAME
Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [600]; Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP] [601]; Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP] [602]; ITS Communication System - ITS Equipment Replacement [MIRR 5.7.7) [FY26-30 TIP] [653]; ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP] [654]; ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP] [655]; and ITS Communication System - FL-AL TPO ITS Fiber Deployment - Smart Regions Master Plan [658]

PURPOSE
To provide an integrated Advanced Traffic Management System (ATMS) and fiber deployment across Santa Rosa and Escambia Counties in accordance with the ATMS System Plan.

IMPROVEMENT
Develop the Regional Traffic Management Center and on-system Regional Advanced Traffic Management System. Includes ATMS network and facility and fiber connections.

REGIONAL CONNECTIVITY
Provides inter-county connectivity between Escambia and Santa Rosa Counties.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
N/A

TRANSIT
N/A

MAP ID 652

PROJECT NAME
USDOT Safe Streets and Road for All (SS4A) Planning and Demonstration Grant to ECRC

PURPOSE
The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program, with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. On September 5, 2024, ECRC was awarded a $10M USDOT grant as part of the National Roadway Safety Strategy to reduce traffic fatalities. As a recipient of an SS4A Planning and Demonstration grant, ECRC, in partnership with Escambia County, will deploy innovative technological improvements and evaluate the safety impact of Intelligent Transportation System (ITS) improvements on two of Pensacola's highest crash rate segments, Fairfield Dr and Pensacola Blvd. These two corridors have been identified through the Emerald Coast Safety Action Plan, having critical issues such as low lighting, bicycle and pedestrian incidents, and left-turn crashes. Along Fairfield Drive, from Mobile Highway to Texar Drive, nearly 2,000 crashes were reported from January 1, 2019, through December 31, 2023, including five fatal and 39 serious injury cases. Crashes represented approximately 22% of overall crashes but more than 40% of fatal and serious injury crashes. Similarly, Pensacola Boulevard, from W Street to Brent Lane, reported more than 550 crashes in that same timeframe, including one fatal and eight serious injury crashes. However, this segment presented different obstacles, specifically for pedestrians. Future phases include design ($900K) and construction ($11.2M).

IMPROVEMENT
Intelligent Transportation System improvements on Fairfield Drive and Pensacola Boulevard, consistent with the Emerald Coast Safety Action Plan.

REGIONAL CONNECTIVITY
Provides inter-county connectivity between Escambia and Santa Rosa Counties.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
N/A

MAP ID 603 - 651

PROJECT NAME
Safe Streets and Roads for All (SS4A) Safety Action Plan Implementation: High Injury Network

PURPOSE
The Bipartisan Infrastructure Law (BIL) established the new SS4A discretionary program, with $5 billion in appropriated funds over 5 years (2022-2026). The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. As a recipient of an SS4A grant, ECRC produced a Safety Action Plan (December 2024). The Safety Action Plan guides the ECRC and the TPO regions in achieving the target of zero fatalities and serious injuries. The Safety Action Plan has included robust engagement with the public and relevant stakeholders, including the private sector and community groups, allowing for community representation and feedback. Information received from engagement and collaboration was analyzed and incorporated into the plan. Overlapping jurisdictions were included in the process. Plans and processes were coordinated and aligned with other governmental plans and planning processes to the extent practical.

IMPROVEMENT
This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area. The Needs Plan includes the Tier 1 High Injury Network, both roadway segments, and intersections, as prioritized for Escambia County and Santa Rosa County FL.

REGIONAL CONNECTIVITY
This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

PARALLEL FACILITIES
N/A

BICYCLES AND PEDESTRIANS
This Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

TRANSIT
N/A

MAP ID 657 - 658

PROJECT NAME

EV Charging Station at Fricker Community Center [Smart Regions Master Plan] [657]
EV Charging Station at SR 291 (8084 N. Davis Highway) [Smart Regions Master Plan] [658]

PURPOSE

ECRC developed the Smart Regions Master Plan (February 2025) to leverage smart technologies to enhance the quality of life of residents and visitors and to outline a roadmap for the deployment of smart region technologies and to identify a set of strategies and tactics to be implemented. Electric Vehicle (EV) charging is identified as a need in the National Electric Vehicle Infrastructure (NEVI) program is a part of the Infrastructure Investment and Jobs Act (IIJA) and incorporated into the Smart Regional Master Plan.

IMPROVEMENT

The need for public electric vehicle charging stations in the Emerald Coast community was examined via the following process: Identify and map existing public charging stations; Identify and map indicators of community need, such as historically disadvantaged communities or multifamily housing communities; Identify areas with a lack of public charging stations and high indicators of community need as priority areas for public charger deployment; and Within those priority areas, identify possible sites for public charger deployment. The following sites were then identified as possible public EV charging sites within the priority areas at: Fricker Community Center: 900 N F Street, Pensacola; and Grocery Advantage Shopping Center: 8084 N Davis Highway, Pensacola.

REGIONAL CONNECTIVITY

This EV Charging Stations are needed to provide public access the EV network.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

The Smart Regions Plan prioritizes strategies and countermeasures identified to eliminate fatalities and serious injuries along the High Injury Network in the Florida-Alabama TPO area.

TRANSIT

N/A

Capacity Projects

Capacity Projects include both Non-Strategic Intermodal System (Non-SIS) Projects and SIS Projects, including the current Transportation Improvement Program (TIP) [FY25-29 and FY 26-30], and deficiency needs developed by the Northwest Florida Regional Planning Model, and the Baldwin County Transportation Model for the Orange Beach and Lillian Areas. Deficiencies based on volume-to-capacity (v/c) ratio [ratio over 1.0 is congested].

Capacity projects include Intersection Projects where the intersections are part of a roadway network such as along I-10.

MAP ID 200

PROJECT NAME
US 90 - Provide 4 Lanes of Capacity

PURPOSE
Address the future demand and connection to US 90 (Baldwin County, AL) from Seminole, AL.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project segment provides access through the Florida / Alabama State Line to Baldwin County, AL and Browns Landing Road.

PARALLEL FACILITIES
There are no parallel facilities to the project segment.

BICYCLES AND PEDESTRIANS
The planned project will evaluate the need for multi-modal connectivity along the US 90 corridor extending into Alabama.

TRANSIT
No transit needs are identified along this corridor

MAP ID 201, 242, 229

PROJECT NAME
US 98 (AL) - Provide 4 Lanes of Capacity [201]
US 98 (SR 30) [Lillian Hwy] - Provide 4 Lanes of Capacity (FL and AL) [242]
US 98 East end of Lillian Bridge to CR 297 (Dog Track Road) [229]

PURPOSE
Provide travelers with alternative routes to access Florida and/or Alabama, add additional roadway capacity, and reduce traffic congestion.

IMPROVEMENT
Provide four lanes of capacity on US 98 extending from west Escambia County into Baldwin County over Perdido River and Bay.

REGIONAL CONNECTIVITY
This project segment provides crossing over Perdido Bay from Lillian, AL between Baldwin County, AL and Escambia County, FL. The bridge spans the state line.

PARALLEL FACILITIES
The project segment has no parallel facilities.

BICYCLES AND PEDESTRIANS
The planned project will evaluate the need for enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT
No transit needs are identified along this corridor.

MAP ID 203

PROJECT NAME
SR 742 (W. Burgess Road) – US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road

PURPOSE
The purpose of this project is to extend/realign Burgess Road to provide for a more direct east- west connector through town. This east-west connection would provide much needed congestion relief for parallel facilities. Currently, Burgess Road between US 29 and I-110 contains multiple turns and it runs through a residential area. As an east-west connector, it is pertinent that the route is realigned so as to make the path of travel safer and more efficient. FDOT project FPID 218429- 1; right-of-way funding in FY 20/21.

IMPROVEMENT
Realign/provide four lanes of capacity. Widening SR742/Burgess Road from its current 2-lane undivided typical section to provide a 4-lane divided typical section with median, sidewalks, bike lanes, and stormwater management facilities between US 29 and I-110.

REGIONAL CONNECTIVITY
This segment of Burgess Road is a connector between northwest Escambia County and northeast Escambia County. The western terminus of Burgess Road is US 29, which is a north-south corridor and an evacuation route. The eastern terminus of Burgess Road is at Creighton Road. Davis Highway and I-110 are also part of the emergency evacuation route network. The road network encompassing I-10, to Pensacola Boulevard/US 29, to West Burgess Road, to the entrance of the Pensacola Greyhound Bus Terminal is identified as an Emerging SIS Intermodal Road Connector).

PARALLEL FACILITIES
This project would provide relief to Airport Boulevard and Olive Road.

BICYCLES AND PEDESTRIANS
This project will include pedestrian facilities as deemed feasible by FDOT.

TRANSIT
ECAT does not have a route on this segment of Burgess Road however ECAT does provide service on US 29, Palafox Street, and Davis Highway.

MAP ID 217, 204, 239, 146, 240

PROJECT NAME
US 90 (Mobile Highway) – Florida / Alabama State Line to Mobile Highway/ US 90 [217];
US 90A (West Nine Mile Road) – US 90 (Mobile Highway) to SR 99 (Beulah Road) [204];
US 90A (West Nine Mile Road) – SR 99 (Beulah Road) to SR 297 (Pine Forest Road) [239];
US 90A (West Nine Mile Road) - Nine Mile Road Pedestrian Overpass [146]
US 90A (West Nine Mile Road) – SR 297 (Pine Forest Road) to US 29 [240].

PURPOSE
The proposed capacity improvement identified in the 2040 Long Range Transportation Plan is based upon the continued development in the central western portion of Escambia County, further evaluated in the Escambia County Beulah Master Plan. Increase capacity to address operational deficiencies, congestion and delays along Nine Mile Road in the vicinity of Navy Federal Credit Union, consistent with FPID 218605-5; 218605-3; 218605-4; 218605-8; and 218605-9.

IMPROVEMENT
Provide four to six lanes of capacity. Four lanes of capacity are identified in ID 217 to the state line. Six lanes of capacity are identified from east of ID 217 to US 29.

REGIONAL CONNECTIVITY
The proposed improvement is to a facility that provides an east/west connection from Alabama to Escambia to the I-10, and to US 29 as primary north/south access in Escambia County.

PARALLEL FACILITIES
This proposed improvement provides additional east/west capacity and is a local parallel to I-10 and US 90.

BICYCLES AND PEDESTRIANS
The planned widening will improve bicycle and sidewalk facilities on the corridor. There are currently discontinuous shoulder facilities.

TRANSIT
Escambia County Area Transit does not serve this corridor, however, express transit to Navy Federal is proposed as ID 906.

MAP ID 205, 206, 207

PROJECT NAME
US 90A (East Nine Mile Road) – US 29 (SR 95) to University Parkway [205];
US 90A (East Nine Mile Road) – University Parkway to Davis Highway (SR 291) [206]
US 90A (East Nine Mile Road) - SR 291 (Davis Highway) to US 90 (Scenic Highway) [207]

PURPOSE
The proposed improvement was identified in the 2035 Long Range Transportation Plan based on evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an east/west connection from Alabama to Escambia and Santa Rosa counties. The facility connects destinations in Alabama with the Pine Forest and University Parkway growth centers. Future deficiency is identified with the 2050 model between US 29 and Scenic Highway.

IMPROVEMENT
Provide six lanes of capacity.

REGIONAL CONNECTIVITY
This project connects the University of West Florida from University Parkway to US 29. This project segment also connects to roadways that John R. Jones Jr. Athletic Park.

PARALLEL FACILITIES
To the north of the project segment is E Ten Mile Road and Greenbrier Boulevard with connections in University of West Florida and Pensacola Boulevard.

BICYCLES AND PEDESTRIANS
The planned widening will improve bicycle and sidewalk facilities on the corridor.

TRANSIT
ECAT Route 43 runs along this project segment from N Davis Highway west to University Parkway. ECAT Route 50 runs along the project segment from Pensacola Boulevard to Chemstrand Road.

MAP ID 208, 811

PROJECT NAME
SR 289 (Ninth Avenue) - Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange [208]; I-10 @ SR 289 (Ninth Avenue) to I-10 @ SR 289 (Ninth Avenue) [811]

PURPOSE
Add additional roadway capacity and relieve traffic congestion. Capacity needed only if new I-10 / Ninth Avenue Interchange is needed. Interchange is SIS Unfunded Need 2634.

IMPROVEMENT
Provide six lanes of capacity with I-10 at Ninth Avenue interchange [SIS Unfunded Need 2634].

REGIONAL CONNECTIVITY
Ninth Avenue/SR 289 is a north-south minor arterial. Part of this project would include an interchange at I-10. It would provide important regional access with its connections to I-10 and Pensacola Regional Airport. The I-10/Ninth Avenue interchange is identified in the Interstate Master Plan but cannot be constructed until Ninth Avenue is widened for additional capacity. Also, the Pensacola Airport Surface Access Conditions Report states that intermodal connectivity between I-10 and the airport relies heavily on the Ninth Avenue interchange.

PARALLEL FACILITIES
The widening of the facility from four to six lanes is also intended to provide relief to Davis Highway and Scenic Highway.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit Routes 5 and 9 serve this corridor.

MAP ID 209

PROJECT NAME
SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge – South End of the ICWW Bridge to CR 292A (Gulf Beach Highway) and SR 297 (Innerarity Point Road)

PURPOSE
Add roadway capacity, reduce traffic congestion, and increase intermodal facilities.

IMPROVEMENT
Provide four lanes of capacity and Theo Baars bridge replacement when Deficient.

REGIONAL CONNECTIVITY
Perdido Key Drive extends from the state of Alabama into the state of Florida (though it is named Perdido Beach Boulevard in Alabama). It is located primarily on Perdido Key and is an east-west facility on the island. However, it turns in a north-south direction and intersects Gulf Beach Highway/Innerarity Point Road.

PARALLEL FACILITIES
Given its unique geographic location, no other roads are considered true parallel facilities to Perdido Key Drive.

BICYCLES AND PEDESTRIANS
Bicycle lanes are currently present on this segment of Perdido Key Drive. The widening improvement will also include bicycle facilities and will add sidewalks.

TRANSIT
Perdido Key Drive is not currently served by Escambia County Area Transit, although express seasonal ECTA transit is proposed connecting to BRATS / Orange Beach (ID 1002).

MAP ID 210, 211, 212

PROJECT NAME
SR 292 Sorrento Rd – SR 297 to SR 173 (S. Blue Angel Parkway) [210]
SR 292 (Sorrento Rd / Gulf Beach Hwy from SR 173 (S. Blue Angel Parkway) to Fairfield [211]
SR 292 (Gulf Beach Highway) – SR 272 (Fairfield Drive) to SR 295 (Navy Boulevard) [212]

PURPOSE
The purpose of this project is to provide additional roadway capacity. [MIRR 5.5.6]

IMPROVEMENT
Provide four lanes of capacity, consistent with FPID 421011-2, FPID 218493-2, and -3. [218493-2: S. Fairfield Dr. to Navy Blvd; and 218493-3 Blue Angel Pkwy to S. Fairfield Dr.]

REGIONAL CONNECTIVITY
This section of Sorrento Road/SR 292 is generally an east/west facility. To the south, the road becomes Perdido Key Drive and extends onto the barrier island of Perdido Key. Gulf Beach Highway is a parallel facility to Sorrento Road. SR 292 connects the Navy Point neighborhood and the Pleasant Grove area by a major roadway. SR 292 also connects to other major roadways such as S Blue Angel Parkway, Gulf Beach Highway, and Fairfield Drive.

PARALLEL FACILITIES
This section of Sorrento Road/SR 292 is generally an east/west facility. To the south, the road becomes Perdido Key Drive and extends onto the barrier island of Perdido Key. Gulf Beach Highway is a parallel facility to Sorrento Road.

BICYCLES AND PEDESTRIANS
Bicycle lanes are not currently present on the majority of this segment. The widening improvement will include the addition of bicycle facilities and sidewalks. There are pedestrian facilities along the project segment from Fairfield Drive to Decatur Avenue. Pedestrian facilities are then located along the project segment from Patton Drive to SR 295 (Navy Boulevard). There are no bicycle facilities along the project segment. Bike / Ped improvements are proposed in PD&E study.

TRANSIT
All of Sorrento Road is currently not served by Escambia County Area Transit. ECAT Route 55 travels along the project segment from South Fairfield Drive to South Navy Boulevard.

MAP ID 213, 214, 224

PROJECT NAME
SR 727 (W. Fairfield Drive) – US 90 (Mobile Highway) to SR 298 (Lillian Highway) [213]
SR 727 (N. Fairfield Drive) - SR 298 (Lillian Hwy) to US 98 [214]
SR 727 (S. Fairfield Drive) – US 98 to SR 292 (Gulf Beach Highway) [224]

PURPOSE
Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
Fairfield Drive is situated in a north-south direction to the south of SR 298/Lillian Highway and in an east-west direction to the north. SR 295/Navy Boulevard/New Warrington Road and SR 173/Blue Angel Parkway are north/south parallel facilities that also connect to US 98. This project segment connects neighborhoods in West Pensacola and Myrtle Grove to Lillian Highway, which provides direct access to Millview. This project segment also provides connection to US 90.

PARALLEL FACILITIES
Lillian Highway to the south provides west/east travel to US 90 and into Millview. N Blue Angel Parkway to the west (approximately 1.5 miles) provides south/north connections from US 98 to SR 298.

BICYCLES AND PEDESTRIANS
There are shoulder bicycle lanes and pedestrian facilities along the project segment; consistent bike / ped facilities need to be provided in the typical section.

TRANSIT
Continuous ECAT service along the corridor is not provided. ECAT Route 1 runs along the project segment. ECAT Route 2 travels along the project segment from Jackson Street to Lillian Highway. ECAT Route 55 runs from Gulf Beach Highway to Eliasberg Street.

MAP ID 215, 216

PROJECT NAME
US 29 Connector West Bypass [Segment 2] US 29 (SR 95) to Muscogee Road [215]
US 29 Connector West Bypass [Segment 1] Muscogee Road to I-10 New Interchange [216]

PURPOSE
Add additional roadway capacity and relieve traffic congestion based on the Escambia County Sector Plan to address projected growth in Central Escambia County.

IMPROVEMENT
Provide four lanes of new capacity.

REGIONAL CONNECTIVITY
This project connects W Nine Mile Road and N Highway 29

PARALLEL FACILITIES
This project segment provides an alternative to N Highway 29, which would be the parallel facility to this project.

BICYCLES AND PEDESTRIANS
Bike / ped facilities would be incorporated into the typical section.

TRANSIT
ECAT does not have plans to service this area.

MAP ID 218, 230

PROJECT NAME
SR 296 (Saufley Field Road) – SR 173 (N. Blue Angel Parkway) to Saufley Field Entrance [218]
SR 296 (Saufley Field Road) - US 90 (Mobile Hwy) to SR 173 (N. Blue Angel Parkway) [230]

PURPOSE
The purpose of the project is to add additional roadway capacity and reduce traffic congestion, as well as provide access management improvements to the entrance of Saufley Field.

IMPROVEMENT
Provide four lanes of capacity and access improvements to Saufley Field.

REGIONAL CONNECTIVITY
The project segment connects the Navy Outlying Field Saufley to North Blue Angel Parkway to the east, which is a major roadway. The project segment also leads into the Bellview neighborhood and to US 90 to the east.

PARALLEL FACILITIES
Bellview Avenue to the north of the project segment connects to East Fence Road adjacent to Saufley Field and North Blue Angel Parkway.

BICYCLES AND PEDESTRIANS
There are currently limited bicycle or pedestrian facilities along the project segment such as shoulder bike lanes. Bike / ped facilities will be included in the typical section.

TRANSIT
Currently, ECAT Route 63 utilizes the project segment.

MAP ID 219

PROJECT NAME
CR 453 (North W. Street) from SR 295 (Fairfield Drive) to SR 750 (W. Airport Blvd)

PURPOSE
Add additional roadway capacity and reduce traffic congestion. Project need originates from 2050 Northwest FL Regional Planning Model update to correct deficiency.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project segment connects Beverly Parkway to West Airport Boulevard, which are two major roadways. The Brent Athletic Complex / Football Field is directly adjacent to the project segment.

PARALLEL FACILITIES
North Old Palafox Highway runs south/north approximately 0.6 miles to the west of the project segment from Beverly Parkway to West Airport Boulevard.

BICYCLES AND PEDESTRIANS
There are pedestrian facilities along both sides of the project segment from Beverly Parkway until Van Pelt Lane. There are no bicycle facilities along the project segment, but bike / ped facilities would be incorporated into the typical section.

TRANSIT
There are currently no ECAT routes along the project segment but intersects with ECAT Route 63 on W. Michigan Ave / Beverly Parkway.

MAP ID 242, 229, 222, 221, 220, 802

PROJECT NAME
US 98 [Lillian Hwy] from East End of Lillian Bridge to West End of Lillian Bridge [242];
US 98 East end of Lillian Bridge to CR 297 (Dog Track Road) / US 98 (Lillian Hwy) [229];
US 98 CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy) to SR 173 (S. Blue Angel Parkway) [222];
US 98 SR 173 (N. Blue Angel Parkway) to SR 727 (S. Fairfield Dr) [221];
US 98 SR 727 (S. Fairfield Dr) to SR 295 (N. Navy Blvd) [220]; and
US 98 at SR 295 (Navy Blvd) Intersection Improvements [802]

PURPOSE
The purpose of the project is to add additional roadway capacity and reduce traffic congestion, as well as improve access along US 98 from the Alabama State Line to Navy Boulevard.

IMPROVEMENT
Provide four lanes capacity from the state line to SR 173, and six lanes of capacity from SR 173 to Navy Boulevard. Provide access improvements to Corry Station at Navy Exchange Road and intersection improvement at US 98 and Navy Boulevard.

REGIONAL CONNECTIVITY
This project segment provides additional connectivity to Corry Station at Navy Exchange Road, as well as connecting South Fairfield Drive to the Warrington neighborhoods, and linking to Blue Angel Parkway, Lillian Highway, and Dog Track Road. This project segment connects North Blue Angel Parkway and South Fairfield Drive which are two major roadways in the area. The project segment also connects to side streets and neighborhoods.

PARALLEL FACILITIES
Chiefs Way to the north of the project segment runs west/east through Corry Station from S 72nd Avenue to SR 295 but does not connect to S Fairfield Drive. Further north, West Jackson Street runs parallel to the project segment and connects South Fairfield Drive to N New Warrington Road but does not connect to Corry Station. Additional facilities include Fairfield Drive, Blue Angel Parkway, Lillian Highway, and Dog Track Road.

BICYCLES AND PEDESTRIANS
Proposed improvements would need to add bicycle / pedestrian facilities.

TRANSIT
ECAT Routes 57, 58, 59A, 59X utilize portions the project segment at Navy Exchange Road.
ECAT Route 58 services to the west.

MAP ID 223

PROJECT NAME
SR 295 (North New Warrington Road) – US 98 to US 90 (Mobile Highway)

PURPOSE
The purpose of the project is to add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT
Provide six lanes of capacity.

REGIONAL CONNECTIVITY
This project segment connects two major roadways, US 98 and US 90 (Mobile Highway)

PARALLEL FACILITIES
Approximately two miles to the east, North Pace Boulevard runs parallel to SR 295 (North New Warrington Road) and connects US 98 and US 90 (West Cervantes Street).

BICYCLES AND PEDESTRIANS
There are currently some pedestrian facilities on the east side of the project segment and through roadway intersections. There are no bicycle facilities along the project segment.

TRANSIT
ECAT Route 59A utilizes the project segment along North New Warrington Road.

MAP ID 225

PROJECT NAME
US 90 (Mobile Highway) – SR 295 (New Warrington Road) to SR 173

PURPOSE
Add additional roadway capacity and reduce traffic congestion. The need to widen US 90 is based on the continued development in the western portion of Escambia County. US 90 connects Alabama with Escambia County and the City of Pensacola. It continues east into Santa Rosa County and parallels I-10.

IMPROVEMENT
Provide six lanes of capacity. Additional capacity not indicated by Northwest FL Regional Planning model beyond SR 173.

REGIONAL CONNECTIVITY
The project segment connects the Bellview neighborhood and other neighborhood side streets to major roadways from SR 295 (New Warrington Road) to SR 297 (Pine Forest Road).

PARALLEL FACILITIES
North Palafox Street and North Old Palafox Highway run parallel to the project segment from West Fairfield Drive to I-10.

BICYCLES AND PEDESTRIANS
There are pedestrian facilities along portions of the project segment, but there are many network gaps between them. There are no bicycle facilities along the project segment.

TRANSIT
ECAT Routes 1 and 47 currently utilize the project segment. ECAT Route 63 utilizes the project segment through the West Michigan Avenue intersection.

MAP ID 228, 227, 226

PROJECT NAME
SR 298 (Lillian Hwy) - CR 297 (Dog Track Rd) / US 98 to SR 173 (N. Blue Angel Pkwy) [228];
SR 298 (Lillian Hwy) - SR 173 (N. Blue Angel) to SR 295 (N New Warrington Rd) [227];
SR 298 (Lillian Hwy) - SR 295 (N New Warrington Rd) to US 98 / US 90 (Mobile Hwy) [226].

PURPOSE
Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
These project segments connect two major roadways, SR 295 and US 90 with side streets that enter into neighborhoods, such as Myrtle Grove. These segments connect SR 173 (North Blue Angel Parkway) through the Myrtle Grove community to SR 295 (North New Warrington Road), West Fairfield Drive to the north of the project, and Lillian Highway to US 98 and North Blue Angel Parkway, eventually leading to either the Lillian Bridge or into the Myrtle Grove community.

PARALLEL FACILITIES
There are no facilities that run parallel in the way the project segment does from SR 295 to US 98 / US 90.

BICYCLES AND PEDESTRIANS
There is a small portion of shoulder bicycle lane next to SR 295 along the project segment, but otherwise there are no bicycle or pedestrian facilities along the project segment. Bike / ped facilities need to be incorporated into the typical section.

TRANSIT
ECAT Route 2 utilizes a portion of the project segment.

MAP ID 231

PROJECT NAME
SR 292 (Gulf Beach Highway) at NAS West Gate

PURPOSE
Add additional roadway capacity, relieve roadway congestion; add an alternate route to Naval Air Station (NAS) Pensacola including truck and access improvements at NAS West Gate to create a dedicated truck entrance lane along SR 292 (Gulf Beach Highway) at West Gate, add signals and signage, allow for ease of travel, and reduce congestion, consistent with 421012-1.

IMPROVEMENT
Provide NAS West Gate truck and access improvements.

REGIONAL CONNECTIVITY
This project segment connects two major roadways, US 98 and SR 292, and links north to I-10 via Pine Forest Road as a SIS Military Access corridor. SIS Military Access Facility designation Oct 7, 2016. Dog Track Road intersects with this project segment creating connections for the neighborhoods and side streets in the area. This project segment connects two major roadways, US 98 and SR 296 with the Bellview community. This project segment provides connections with other roadways into the Myrtle Grove and community and connects to Saufley Field.

PARALLEL FACILITIES
Fairfield Drive runs parallel from south/north to the east of the project segment.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor to accommodate the SUN Trail. Extend Multi-Use Path from Sorrento Road to Old Gulf Beach Highway.

TRANSIT
There is no ECAT route along the project segment.

MAP ID 232

PROJECT NAME
Truck Parking - Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)

PURPOSE
The purpose of the project is to add commercial truck parking on the north side of I-10 and the west side of US 29 as part of the FDOT Freight Mobility Plan.

IMPROVEMENT
Provide commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan).

REGIONAL CONNECTIVITY
The project allows trucks to travel throughout the region and be able to park safely in between trips.

PARALLEL FACILITIES
There are no facilities parallel to the project.

BICYCLES AND PEDESTRIANS
There are no bicycle or pedestrian facilities surrounding the project location area.

TRANSIT
Not applicable for truck parking.

MAP ID 233

PROJECT NAME
Greenbrier Boulevard Extension – Chemstrand Road to Campus Drive on University of West Florida (UWF)

PURPOSE
The purpose of the project is to add additional roadway capacity, reduce traffic congestion, and extend the roadway to the University of West Florida (UWF) consistent with the UWF Campus Master Plan.

IMPROVEMENT
Provide two lanes of capacity and road extension.

REGIONAL CONNECTIVITY
This project segment would provide a west/east entrance and exit out of UWF, which the campus currently does not have.

PARALLEL FACILITIES
East Nine Mile Road to the south runs parallel to the project segment, from Guidy Lane to University Parkway. University Parkway leads into UWF. There is no other west/east connection into UWF.

BICYCLES AND PEDESTRIANS
There are currently no bicycle facilities along the project segment. However, there are some sidewalk facilities along the southern side of the project segment.

TRANSIT
There is currently no ECAT Route along Greenbrier Boulevard.

MAP ID 234, 250, 251, 252, 253, 261, 262, 263, 267

PROJECT NAME
US 90 Scenic Highway to Escambia River Bridge at Santa Rosa County Line [234];
US 90 Escambia River Bridge at County Line to Simpson River Bridge [250];
US 90 Simpson River Bridge to Third Avenue [251];
US 90 Third Avenue to CR 197A Bell Lane [252];
US 90 CR 197A Bell Lane to Glover Lane [253];
US 90 Glover Lane to SR 87 N (Stewart Street) [261];
US 90 (Caroline Street) / SR 87 N (Stewart Street) to CR 89 (Ward Basin Road) [262];
US 90 (Caroline Street) CR 89 (Ward Basin Road) to SR 87S [263];
US 90 Resilient Roadway (NAS Whiting) MIRR Project 5.6.5 from Escambia / Santa Rosa County Line to SR 87 [267]

PURPOSE
The proposed improvement is based on evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an east/west connection from Pensacola to Pace and Pea Ridge to Milton across Escambia and Santa Rosa Counties, connecting with University of West Florida. 220436-2 Segment 1; 220436-3 Segment 2. 440915-2; 220436-6 Segment 3; 220436-7 Segment 4; 220436-8 Segment 5. US 90 through Milton: 440915-1; 440915-2; and 440915-3. Also identified as needed in the MIRR Project 5.6.5 from Escambia / Santa Rosa County Line to SR 87

IMPROVEMENT
Provide six lanes of capacity, with four lanes capacity through Milton and East Milton.

REGIONAL CONNECTIVITY
This project provides an alternate east / west inter-county connector to I-10. This linkage was the only east/west linkage between Pensacola and Milton when Hurricane Ivan destroyed the I-10 Escambia Bay Bridge connection.

PARALLEL FACILITIES
I-10.

BICYCLES AND PEDESTRIANS
The planned widening will improve bicycle and sidewalk facilities on the corridor.

TRANSIT
There is no ECAT route along this project segment.

MAP ID 235

PROJECT NAME
SR 99 (Beulah Road) – US 90 (Mobile Highway) to I-10 New Interchange

PURPOSE
Provide an I-10 interstate connection at SR 99, Beulah Road to improve internal regional connectivity within portions of Escambia County slated for future development and reduce congestion on alternative routes.

IMPROVEMENT
Provide new I-10 interchange at Beulah Road, linking to I-10 mainline improvements. The scope of this project is to widen Beulah Road to four lanes from W. Nine Mile Rd to W. Kingsfield Rd and provide a new interchange at I-10, including widening of I-10 from the FL/AL state line to the Pensacola weigh station. Future phases to extend the beltway beyond W. Kingsfield to US 29 would be evaluated under separate PD&E studies.

REGIONAL CONNECTIVITY
This project connects US 90 and W Nine Mile Road to I-10 through a new interchange.

PARALLEL FACILITIES
There are currently no roadway facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS
There are no bicycle or pedestrian facilities along the project segment. The proposed typical section for Beulah Rd is an urban curb & gutter 4-lane divided roadway with bike lanes and sidewalks. A Shared Use path in lieu of bike lanes is being considered.

TRANSIT
There is currently no ECAT transit route along the project segment.

MAP ID 236

PROJECT NAME
Well Line Road – US 29 to CR 97 (Jacks Branch)

PURPOSE
Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Well Line Road.

IMPROVEMENT
Provide a new two-lane facility.

REGIONAL CONNECTIVITY
A Well Line Road extension would connect CR 97 to US 29 and provide additional east/west connections within Escambia County.

PARALLEL FACILITIES
Muscogee Road located a mile to the south of Well Line Road is the closest parallel facility

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along Well Line Road.

TRANSIT
ECAT does not currently have any routes along this roadway.

MAP ID 237

PROJECT NAME
Kingsfield Road – CR 97 W to SR 99 (Beulah Road)

PURPOSE
Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Kingsfield Road.

IMPROVEMENT
Provide new two-lane facility.

REGIONAL CONNECTIVITY
This project segment creates an additional connection from CR 97 W to Beulah Road. This segment provides direct connections for the neighborhoods in the area to an arterial road.

PARALLEL FACILITIES
The nearest parallel facility is Muscogee Road located two miles to the north that connects Beulah Road to CR 97.

BICYCLES AND PEDESTRIANS
Pedestrian facilities begin on the east part of the intersection into Ransom Middle School on West Kingsfield Road. There are currently no bicycle facilities along this roadway.

TRANSIT
The ECAT currently has no transit routes on Kingsfield Road.

MAP ID 238

PROJECT NAME
Quintette Road – US 29 to CR 97 (Jacks Branch)

PURPOSE
Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Quintette Road.

IMPROVEMENT
Provide new two-lane facility.

REGIONAL CONNECTIVITY
The Quintette Road addition would create an additional east/west connection through Escambia County.

PARALLEL FACILITIES
To the south of West Quintette Road is Muscogee Road which travels east to west.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along West Quintette Road.

TRANSIT
The ECAT currently has no transit routes along Quintette Road.

MAP ID 241

PROJECT NAME
Muscogee Road Reconstruction – SR 99 (Beulah Road) to US 29 (SR 95)

PURPOSE
The purpose of the project is to reconstruct Muscogee Road from SR 99 to US 29 to widen the roadway and provide shoulder improvements to add additional roadway capacity and reduce traffic congestion consistent with the Escambia County Sector Plan.

IMPROVEMENT
Reconstruction including widening and shoulder improvements.

REGIONAL CONNECTIVITY
This project segment connects SR 99 (Beulah Road) to US 29 (SR 95), near the state boundary and connecting side streets and neighborhoods in Cantonment.

PARALLEL FACILITIES
There is no direct parallel facility to the project segment. Well Line Road to the north runs parallel but does not meet the same limits that Muscogee Road does.

BICYCLES AND PEDESTRIANS
There are sporadic and inconsistent bicycle and pedestrian facilities along the project segment. Future reconstruction needs to provide bike / ped facilities.

TRANSIT
At this time, there are no ECAT Routes along the project segment.

MAP ID 243, 813

PROJECT NAME
US 29 Connector East Bypass / CR 184 (Quintette Road) – US 29 (SR 95) to CR 197 (Chumuckla Highway / Five Points) [243]; CR 184 Quintette Road at CR 95A Intersection [813]

PURPOSE
Add additional roadway capacity and an alternative east / west connection across the Escambia River between Santa Rosa and Escambia Counties. Intersection reconfiguration is needed for improved function and safety and for truck / freight movements.

IMPROVEMENT
Provide four lanes of capacity and bridge replacement of the Quintette Road over the Escambia River. Reconfigure the intersection of E / W Quintette Road at Hwy 95A for improved function and safety.

REGIONAL CONNECTIVITY
This project segment connects east Escambia County with west Santa Rosa County

PARALLEL FACILITIES
The nearest parallel facility is approximately ten miles away to the south. E Nine Mile Road runs west/east and connects east Escambia County with west Santa Rosa County. It serves as an alternate connection between the counties other than US 90 or I-10.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities located along the project segment.

TRANSIT
There are currently no transit routes along the project segment. Santa Rosa County does not have a public transportation system at this time, and there are no ECAT routes that utilize the project segment.

MAP ID 244, 246

PROJECT NAME
CR 191B (Sterling Way) – CR 197A (Bell Lane) to Avalon Boulevard (SR 281) [244]
CR 197A (Bell Lane) - CR 191B (Sterling Way) to US 90 [246]

PURPOSE
Add roadway capacity, reduce traffic congestion and to create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This portion Sterling Way is located in unincorporated Santa Rosa County to the southwest of the City of Milton. It is an east-west county facility (CR 191-B) connecting Bell Lane/CR 197-A with Avalon Boulevard / SR 281. Bell Lane is located in unincorporated Santa Rosa County to the west of the City of Milton. It is a north-south county facility (CR 197-A) connecting US 90 with Sterling Way/CR 191-B. Sterling Way then connects to SR 281/Avalon Boulevard.

PARALLEL FACILITIES
Two miles to the north is US 90 which runs west/east parallel to the project segment and also makes connections to Bell Lane and Avalon Boulevard. Avalon Boulevard/SR 281 and Garcon Point Road/CR 191 are the major roadways that are parallel to Bell Lane that also intersect US 90. These facilities can be used to travel from US 90 to I-10/SR 8.

BICYCLES AND PEDESTRIANS
With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 245

PROJECT NAME
Pea Ridge Connector – Hamilton Bridge Road to CR 191 (Willard Norris Road) – Phase 2

PURPOSE
Add roadway capacity, reduce traffic congestion and create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT
Provide four lanes of new capacity.

REGIONAL CONNECTIVITY
The need for this new 4 lane facility was identified in Pace Master Plan developed by Santa Rosa County. This analysis was developed based upon evaluation of future land use and traffic demand along the project's corridor. This facility provides a north-south connection between US 90 and Willard Norris Road, which provides connections between several of the identified activity centers. Formerly known as the Santa Villa Drive extension, the project would act as a parallel to Woodbine Road, Chumuckla Highway, West Spencer Field Road and SR87. This facility provides additional capacity in an area identified for continued growth in the region. The southern segment was initiated by Santa Rosa County with Local Funding in August 2020 and is complete (Phase 1)

PARALLEL FACILITIES
This new 4 lane facility provides additional north/south capacity and acts as a parallel facility to Woodbine Road, Chumuckla Highway, West Spencer Field Road and SR 87.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 247

PROJECT NAME
Watkins Street Extension – US 90 (SR 10) to Sterling Way

PURPOSE
Increase the roadway network in this area of Santa Rosa County in order to accommodate future traffic demand. This demand is expected due to the development of activity centers in this part of the county.

IMPROVEMENT
Provide an improved/new two-lane facility.

REGIONAL CONNECTIVITY
The Watkins Street Extension would be located within unincorporated Santa Rosa County to the south of US 90. Watkins Street is located parallel and to the west of Bell Lane, which also connects to Sterling Way.

PARALLEL FACILITIES
The Watkins Street Extension would be located within unincorporated Santa Rosa County to the south of US 90. Watkins Street is located parallel and to the west of Bell Lane, which also connects to Sterling Way.

BICYCLES AND PEDESTRIANS
Bicycle lanes and sidewalks will be added as a component of the Watkins Street extension.

TRANSIT
Santa Rosa County does not currently have a transit service.

MAP ID 248

PROJECT NAME
SR 399 (Navarre Beach Causeway) – US 98 (SR 30) to SR 399 (Gulf Boulevard); Navarre Bridge Realignment - Bridge Realignment (ETDM 14497)

PURPOSE
The purpose of this project is to address structural issues related to the existing CR 399 (Navarre Beach Causeway) bridges while accommodating future traffic volumes and addressing safety issues along CR 399 and at the US 98 and Gulf Boulevard intersections. The current bridge structures, constructed in 1960, are nearing the end of their useful service lives and are considered functionally obsolete by the FDOT. This project is needed due to the fact that the existing CR 399 (Navarre Beach Causeway)Bridges are considered functionally obsolete by FDOT, and the current navigational and vertical clearance of the north bridge do not meet the minimum requirements by the United States Coast Guard (USCG) for bridge height over the Gulf Intracoastal Waterway (GIWW). Additional roadway capacity is needed for CR 399 to accommodate future traffic volumes and to mitigate safety issues on the facility and at the intersections on both ends of the causeway and support hurricane evacuation. US 98 at the north end of the Navarre Beach Causeway is a Strategic Intermodal System (SIS) Corridor and the GIWW is also a designated SIS Waterway. It is vital that capacity is preserved in order to efficiently move passengers and freight on these facilities.

IMPROVEMENT
Provide four lanes of capacity and bridge replacement.

REGIONAL CONNECTIVITY
The Navarre Beach Causeway connects US 98 to SR 399 (Gulf Boulevard) over the Santa Rosa Sound.

PARALLEL FACILITIES
The nearest parallel facility to the Navarre Beach Causeway is Pensacola Beach Road to the west.

BICYCLES AND PEDESTRIANS
As a part of the improvement of the Navarre Beach Causeway, sidewalks and bicycle facilities will be added, thereby increasing mode choice.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 249

PROJECT NAME
E. Spencer Field Road – US 90 to Hamilton Bridge Road

PURPOSE
Create additional roadway capacity and add modal choice by widening the roadway segment to four lanes and increasing bicycle and pedestrian features.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
East Spencer Field Road is a north-south local facility that extends up from US 90 to North Spencer Field Road. It acts as a reliever parallel facility for West Spencer Field/CR 197-B.

PARALLEL FACILITIES
East Spencer Field Road is a north-south local facility that extends up from US 90 to North Spencer Field Road. It acts as a reliever parallel facility for West Spencer Field/CR 197-B.

BICYCLES AND PEDESTRIANS
The current roadway configuration does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities, thereby increasing mode choice.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 254

PROJECT NAME
CR 197A (Woodbine Road) – US 90 to Five Points Intersection

PURPOSE
Provides additional capacity in an area identified for continued growth in the region.

IMPROVEMENT
Provide four lanes of capacity. PD&E is under development and determine preferred alternative (2025).

REGIONAL CONNECTIVITY
This facility provides a north-south connection between US 90 and Alabama, as well as connecting to the proposed beltway, which provides connections between several of the identified activity centers.

PARALLEL FACILITIES
This four-lane facility provides north/south capacity and acts as a parallel facility to Chumuckla Highway and SR 87.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit does not serve this corridor.

MAP ID 255

PROJECT NAME
Panhandle Trail Drive – US 98 to East River Drive

PURPOSE
Add multi-modal enhancements to the roadway making it safer and more convenient for bicycles and pedestrians to travel along the corridor.

IMPROVEMENT
Provide an enhanced two-lane facility. The right of way and drainage issues will prohibit anything greater and is cost prohibitive.

REGIONAL CONNECTIVITY
This project would add an additional connection from US 98 to neighborhoods and schools within Navarre. Panhandle Trail is also the eastern segment boundary of the Navarre Community Access Road Feasibility Study. This is the preferred direction of travel currently: Panhandle Trail from US 98 to East River Road. Santa Rosa County would like for FDOT to add traffic counts along this corridor for future Congestion Management Process plan updates.

PARALLEL FACILITIES
This facility provides a north/south alternative to the portions of US 98 and SR 87. Ortega Street to the west is approximately 1 mile away and the closest connection to the neighborhood and school besides SR 87.

BICYCLES AND PEDESTRIANS
The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor. Santa Rosa County continues to pursue a TAP application for paved shoulders because of some bike/ped crashes and a fatality.

TRANSIT
Santa Rosa County does not currently have a transit service.

MAP ID 256, 257

PROJECT NAME
CR 197 (Chumuckla Hwy) from US 90 to Five Points Intersection [256];
CR 197 (Chumuckla Hwy) from Five Points Intersection to Smyer Drive [257]

PURPOSE
Add additional roadway capacity and reduce traffic congestion, connecting to Quintette Road and US Connector for northern connection across the Escambia River (ID 243).

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project segment connects the community of Pace north towards main roadways such as US 90 and other county roads. This project segment connects the Five Points intersection to Smyer Drive which allows for access to the Santa Rosa Sports Plex as well as the neighborhoods and surrounding side streets.

PARALLEL FACILITIES
West Spencer Field Road to the east runs parallel to the project segment, connecting US 90 and Berryhill Road.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along the project segment.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 258, 259, 260, 268, 270, 300

PROJECT NAME
SR 87A New Connector from US 90 to CR 191 (Munson Hwy) [259]
SR 87A New Connector from CR 191 (Munson Hwy) to SR 87N [260]
SR 87N US 90 via SR 87A New Connector to FL-AL State Line [258]
SR 87 SIS incorporation (MIRR 5.6.8) [300]
NAS Whiting Munson Highway Connector MIRR Project 5.6.7 [268]
NAS Whiting Langley Street Improvements (CR-87A) 4-Lane Capacity [270]

PURPOSE
The purpose of the project is to have access to Whiting Field added to the Strategic Intermodal System (SIS) and/or the Strategic Highway Network (STRAHNET), to provide for the new SR 87 Connector as a bypass around Milton for access to Whiting and SR87N from US 90 and SR 87 to I-10, and to provide enhanced connections to NAS Whiting Field on both the east as west sides, consistent with the Military Installation Resilience Review (MIRR). This proposed system will enable transit support, travel time reductions to Naval Outlying Fields (NOLF) Santa Rosa and Choctaw, and a corridor for Hurricane Evacuation. The Whiting Aviation Park would benefit from the SR-87A Connector to lessen traffic congestion and offer support of maintenance, repair and overhaul activities in the planned industrial park.

IMPROVEMENT
Add to Strategic Intermodal System (SIS) and/or Strategic Highway Network (STRAHNET) Whiting Field; and new four lane capacity corridor for SR 87 Connector; consistent with 416748- 8, and 416748-9, and provide enhanced capacity and connections to NAS Whiting Field on both the east as west sides.

REGIONAL CONNECTIVITY
This project segment connects Milton in Santa Rosa County to the FL-AL State Line to allow for additional access and travel to and from the area.

PARALLEL FACILITIES
There are currently no facilities that run parallel to the project segment that create a direct connection to the FL-AL state line.

BICYCLES AND PEDESTRIANS
There are currently no existing bicycle or pedestrian facilities along the project segment that is currently built.

TRANSIT
There is currently no public transportation system within Santa Rosa County.

MAP ID 264

PROJECT NAME
US 29 RR Crossing south of Muscogee Road (Paper Mill entrance)

PURPOSE
Reduce traffic delay by improving rail crossings at this intersection. Crossing could be elevated roadway or other solution to minimize traffic delays due to train access to paper mill. Project requested by Citizen's Advisory Committee member.

IMPROVEMENT
Railroad crossing overpass or other improvement. Solution may involve reconfiguration of US 29 and Muscogee Road intersection as there is currently not sufficient spacing to create roadway overpasses under existing configuration.

REGIONAL CONNECTIVITY
US 29 is primary north-south arterial in Escambia County. Muscogee Road is becoming more heavily used in accordance with Escambia County Sector Plan buildout and potential future linkage to Beulah Road I-10 Interchange and related roadway improvement.

PARALLEL FACILITIES
None.

BICYCLES AND PEDESTRIANS
There are currently no bike / ped facilities.

TRANSIT
None.

MAP ID 265, 276

PROJECT NAME
Frank Reeder Road / Devine Farm Road from SR 99 (Beulah Road) to CR 97 (Jacks Branch) [265]
Frank Reeder Road / Devine Farm Road I-10 Overpass (no connection to I-10) [276]

PURPOSE
The purpose of the project is to provide a new overpass over I-10 and to improve capacity on the Frank Reeder Road / Devine Farm Road corridor in accordance with growth identified in Escambia County Sector Plan.

IMPROVEMENT
New overpass, and capacity improvements to be identified in a Corridor Study.

REGIONAL CONNECTIVITY
This overpass would connect Frank Reed Road and Beulah Road to the west to Devine Farm Road and Jacks Branch Road to the east.

PARALLEL FACILITIES
There are no parallel facilities to the new overpass project.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along either roadway, but the Corridor Study would identify the recommended improvements.

TRANSIT
There are currently no ECAT routes along the roadways that would connect to the overpass.

MAP ID 266

PROJECT NAME
Davis Highway / Martin Luther King Two-Way Restoration – East Wright Street to SR 295 (East Fairfield Drive)

PURPOSE
The purpose of the project is to restore a two-way conversion, consistent with the completed Traffic Feasibility Study.

IMPROVEMENT
Create a two-way restoration, and other improvements recommended in Traffic Feasibility Study, and consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg 43, Volume II, pg 21- 22; City of Pensacola Eastside Neighborhood Plan, pg 45/50.

REGIONAL CONNECTIVITY
The project segment connects the City of Pensacola to East Fairfield Drive, as well as the numerous side streets and neighborhoods connecting along the segment.

PARALLEL FACILITIES
There are quite a few parallel facilities to Davis Highway and Dr. Martin Luther King Jr Drive in this area since the neighborhoods are designed in a grid system.

BICYCLES AND PEDESTRIANS
There are some shoulder bicycle facilities and pedestrian facilities along the project segment.

TRANSIT
ECAT Route 45 utilizes both North Davis Highway and Dr. Martin Luther King Jr Drive.

MAP ID 269

PROJECT NAME
Connecting the Collectors on Eglin AFB at Hurlburt Field

PURPOSE
Provide alternative path to US 98 to Hurlburt Field by connecting two other projects: Navarre Community Access Road (Santa Rosa County project), and the Collector Road (Okaloosa County project), in coordination with Eglin Air Force Base, Hurlburt Field, and the Okaloosa-Walton Transportation Planning Organization (O-W TPO). The project is part of the ECRC Military Installation Resilience Review (MIRR) and brought forward by Hurlburt Field to the 2050 LRTP Steering Committee. Eglin Range access / security requirements to be resolved. Project is being coordinated through the Air Force Special Operations Command Traffic Roundtable working group which includes local, county, regional, state elected officials, FDOT, the Florida Defense Support Task Force, the Defense Support Initiative, and ECRC for the FL-AL and O-W TPOs. The First Special Operations Wing (1 SOW) under the Air Force Special Operations Command (AFSOC) at Hurlburt Field maintains a no-notice alert posture to support crisis response missions. This mission requires personnel to be recalled to base within a short timeframe to generate and launch aircraft. US 98 traffic backups could delay 1 SOW response, ultimately impacting a hostage rescue or other national mission. Over 4,000 service members live west of Hurlburt Field and rely on US 98 which is estimated at 166% of capacity, with 10K vehicles during peak hours.

IMPROVEMENT
New capacity improvement to be defined. Initially envisioned as 4-lane capacity, to be defined in conjunction with the related two projects under PD&E.

REGIONAL CONNECTIVITY
The project would provide for new regional connectivity between Santa Rosa and Okaloosa County, and between the two adjacent TPO areas of FL-AL and O-W.

PARALLEL FACILITIES
US 98 is the only parallel facility.

BICYCLES AND PEDESTRIANS
Multi-modal accommodations are under consideration with each of the two other projects and will be considered for continuation with the Connecting the Collectors project.

TRANSIT
Santa Rosa County does not have a public transportation system at this time. An extension of ECAT is considered in the 2050 LRTP for service through Santa Rosa County to Hurlburt Field.

MAP ID 271

PROJECT NAME
CR 184A (Berryhill Road) – Five Points Intersection / Chumuckla Highway to SR 89 (Dogwood Drive)

PURPOSE
Add roadway capacity, shared-use path, reduce traffic congestion and implement bicycle and pedestrian facilities along the roadway.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
Berryhill Road is located in unincorporated Santa Rosa County to the west of the City of Milton. It is an east-west county facility (CR 184-A) beginning at Five Points and continuing east into the City of Milton. It is parallel to US 90; however, it is located approximately three miles north of US 90 and is not expected to divert traffic from US 90.

PARALLEL FACILITIES
Berryhill Road is located in unincorporated Santa Rosa County to the west of the City of Milton. It is an east-west county facility (CR 184-A) beginning at Five Points and continuing east into the City of Milton. It is parallel to US 90; however, it is located approximately three miles north of US 90 and is not expected to divert traffic from US 90.

BICYCLES AND PEDESTRIANS
With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 272, 273, 299

PROJECT NAME
SR 297 (Pine Forest Rd) – US 90A (W. Nine Mile Road) to CR 297A [272];
SR 297 (Pine Forest Rd), Provide 4 Lanes Capacity North of I-10 SR 10 (US 90) W Nine Mile Rd [273];
SR 297 (Pine Forest Road) - Provide 6 Lanes of Capacity South of I-10 [299]

PURPOSE
Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT
Provide four lanes of capacity, consistent with FPID 4410563.

Provide six lanes of capacity on Pine Forest Road south of I-10, consistent with FPID 4410562 [SIS]

REGIONAL CONNECTIVITY
This project segment connects the Pine Forest area to W Nine Mile Road. Pine Forest Road is wholly located in unincorporated Escambia County. It is a north-south facility terminating at SR 10-A/Mobile Highway on the south and East Kingsfield Road to the north. The SIS portion connects to SR 173 as a Military Access Facility to NAS Pensacola along Blue Angel Parkway.

PARALLEL FACILITIES
The nearest south/north facility is Pensacola Boulevard approximately 2.3 miles to the east of the project segment. As a north-south facility, Pine Forest Road provides relief to SR 95/Pensacola Boulevard and CR 95-A/Palafox Street.

BICYCLES AND PEDESTRIANS
There is a bicycle facility on the east side of the project segment. There are no other bicycle and pedestrian facilities along the project segments.

TRANSIT
ECAT Service on route 47 applies only south of I-10.

MAP ID 274

PROJECT NAME
Navarre Community Access Road – Edgewood Drive to Whispering Pines Boulevard

PURPOSE
Create additional roadway capacity, provide relief to parallel facilities, and add mode choice to provide local relief to US 98

IMPROVEMENT
Provide two lanes of new capacity. PD&E will select Preferred Alternative in 2025.

REGIONAL CONNECTIVITY
This project segment connects Edgewood Drive to Whispering Pines Boulevard.

PARALLEL FACILITIES
A main purpose for the creation of the Navarre Community Access Road will be to act as a reliever facility for US 98/SR 30.

BICYCLES AND PEDESTRIANS
As a part of the construction of the Navarre Community Access Road, sidewalks and bicycle facilities will also be constructed, thereby increasing mode choice.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 275

PROJECT NAME
CR 297A – from East of Plymouth Lane to Devine Farm Road

PURPOSE
Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project connects with the SR 297 (Pine Forest Road) improvements, including CR 297, and the improvements on Nine Mile Road.

PARALLEL FACILITIES
Pine Forest Road and Nine Mile Road and the nearest major facilities, however, there are no true parallel facilities.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit does not serve this portion of the corridor.

MAP ID 277

PROJECT NAME
E. Johnson Avenue from N. Davis Highway to Ely Road at Ellison Industrial Park.

PURPOSE
Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency and provide service to West Florida Regional Medical Center (hospital), truck and freight access to the Ellyson Field Industrial Park, a former Naval Outlying Field converted to an industrial park.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project connects to SR 291 (North Davis Highway).

PARALLEL FACILITIES
Olive Road (SR 290) is a parallel facility but does not directly freight / truck needs of Ellyson Industrial Park.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit does not serve this portion of the corridor.

MAP ID 278

PROJECT NAME
CR 749 (Chemstrand Road) – Nine Mile Road to E. Ten Mile Road

PURPOSE
The project adds additional roadway capacity and relieves traffic congestion.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
Provides access to numerous developments and serves as the main roadway for access to the regional utility services and a large chemical plant on the northern end of the roadway.

PARALLEL FACILITIES
This four-lane facility provides north/south capacity and acts as a parallel facility to US 29.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit does not serve this portion of the corridor.

MAP ID 279

PROJECT NAME
Willard Norris Road from SR 89 to Pea Ridge Connector

PURPOSE
Deficiency identified by Northwest Florida Regional Planning Model. Capacity improvement needed to correct deficiency.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project connects to the Pea Ridge Connector and SR 89.

PARALLEL FACILITIES
None.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
None.

MAP ID 280

PROJECT NAME
Beulah and Kingsfield Road Reconfiguration - Provide 4-Lane Capacity

PURPOSE
Provide connectivity along Beulah Road north of I-10 connecting to Kingsfield Road. The Escambia County Sector Plan identifies growth in this area. Future Escambia County landfill build-out requires reconfiguration of Beulah Road north of I-10 and to accommodate the new I-10 at Beulah Road Interchange.

IMPROVEMENT
Provide four lanes of capacity.

REGIONAL CONNECTIVITY
This project connects Beulah Road to Kingsfield Road.

PARALLEL FACILITIES
None

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
None.

MAP ID 813

PROJECT NAME
CR 184 Quintette Road at CR 95A Intersection

PURPOSE
Realign intersection of East and West Quintette Roads at the intersection of CR 95A to accommodate truck turns and future growth in area.

IMPROVEMENT
Intersection reconfiguration, signalization, and turn lanes.

REGIONAL CONNECTIVITY
This project provides for greater connectivity in Cantonment / Cottage Hill communities on east side of US 29.

PARALLEL FACILITIES
None

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
None.

MAP ID 281, 806

PROJECT NAME
I-10 – Alabama State Line to US 29 [281];
SR 99 (Beulah Road); and I-10 at SR 99 Interchange (Beulah Road) [806]

PURPOSE
The purpose of this project is to add roadway capacity and reduce traffic congestion on I-10 from the State Line to US 29. The original PD&E has been divided into segments. The first segment involves the Buelah Road interchange. This purpose of the interchange is to provide for the growth anticipated from the Escambia County Sector Plan.

IMPROVEMENT
Provide six lanes of Interstate capacity and new interchange at Beulah Road, consistent with SIS First Five Year Plan and PD&E 437905-1; and FPID 433113-1; and consistent with Beulah Road design segments: (1) 433113-1: I-10 Widening & Interchange; (2) 433113-2 Beulah Rd from SR 10 to Frank Reeder Rd; and (3) 433113-3 Beulah Rd from Frank Reeder Rd to Issacs Lane. 433113-1 is currently in SIS First 5 Yr Plan (FY25-29) for R/W in 2025; and in the SIS Second 5 Yr Plan (FY30-34) for CST in FY 2031.

REGIONAL CONNECTIVITY
I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES
US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS
There are no bicycle and pedestrian facilities along this route.

TRANSIT
There is no ECAT route on this project segment.

MAP ID 282, 283, 284, 285, 286

PROJECT NAME
I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319] [282]
I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319] [283]
I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518] [284]
I-10 (SR 8) from East of SR 87 to Miller Bluff Road [285]
I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [286]

PURPOSE
Add roadway capacity and reduce traffic congestion.

IMPROVEMENT
Provide six lanes of capacity, in accordance with SIS CFP (FY 35-50) [SIS project ID 3319]; and 413062-4 and 413062-5. Improvements will be considered along mainline I-10, as well as at the SR 281, South Garcon Point Road, CR 89 and SR 87 Interchanges. Bridge replacements at CR 191 Interchange, CR 89 Interchange, and SR 87 Interchange. An Interchange Operational Analysis Report (IOAR) will analyze and document the operations of these interchanges and if needed an Interchange Modification Report (IMR) will be required.

Project segments include:

- 413062-4 Avalon Blvd to Okaloosa CL (SR Co)
- 413062-6 from E of Avalon Blvd to E of Blackwater Bridge (SR Co)
- 413062-7 E of Blackwater Bridge to E of SR 87 (SR Co)
- 413062-8 E of SR 87 to Miller Bluff Road (SR Co)
- 413062-9 From Miller Bluff Road to Okaloosa Co Line in (SR Co)

REGIONAL CONNECTIVITY
I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Santa Rosa County. US 90/SR 10 is a parallel facility to I-10/SR 8.

PARALLEL FACILITIES
US 90 runs from Highway 87 S through the Okaloosa County Line directly to the north of the project segment.

BICYCLES AND PEDESTRIANS
There are no bicycle and pedestrian facilities along the project segment.

TRANSIT
There is no ECAT route along the project segment.

MAP ID 287, 812, 288, 289, 290, 291

PROJECT NAME
US 98 (Gulf Breeze Pkwy) – E. of Pensacola Bay Bridge to E. of Bayshore Rd [287];
US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass [812];
US 98 (Gulf Breeze Parkway) - Portside Drive to Bergren Road [288];
US 98 (Gulf Breeze Parkway) - Bergren Road to Ramble Bay Lane [289];
US 98 (Gulf Breeze Parkway) - Ramble Bay Lane to Ortega Street [290];
US 98 (Gulf Breeze Parkway) - Ortega Street to Okaloosa County Line [291].

PURPOSE
Add additional roadway capacity and reduce traffic congestion. Capacity expansion requires coordination with National Park Service (NPS) Gulf Islands National Seashore (GUIS) through the Naval Live Oaks area for consistency with the NPS GUIS Management Plan and NEPA document.

IMPROVEMENT
Provide six lanes of capacity, consistent with MIRR 5.8.1 and:
- SIS CFP [SIS project ID 3916]; 220426-8
- SIS CFP [SIS project ID 3490]; 220426-3
- SIS CFP [SIS project ID 3461]; 220426-4
- SIS CFP [SIS project ID 3564]; 220426-6
- SIS CFP [SIS project ID 3462]; 220426-5

Provide intersection reconfiguration at Gulf Breeze Pkwy and SR 399, with SUNTrail. SIS project modified by FDOT D3 12/18/24 to no longer include 8-lane capacity widening through Gulf Breeze proper. FDOT D3 does not intend to pursue the widening of US98 through Gulf Breeze, but the segment to the east of the SR399 Interchange will be considered for potential widening from 4 to 6 lanes in addition to a new interchange.

REGIONAL CONNECTIVITY
This project segment connects neighborhoods in Navarre to a main east-west connector. This project segment connects to the Tiger Point Park and Tiger Point Golf Club as a main roadway entrance, as well as leading to intersections to other main roadways off of the island. The segment connects neighborhoods along Navarre Parkway to Highway 87 and Navarre Beach Causeway. This project segment connects Navarre to the Santa Rosa and Okaloosa county lines and allows for travel into the Okaloosa area.

PARALLEL FACILITIES
SR 399 runs east-west to the north of US 98.

BICYCLES AND PEDESTRIANS
There are shoulder bicycle lanes along the project segment. However, there are no pedestrian facilities along the project segment. Soundside multiuse path connects on the western end of project alignment.

TRANSIT
Santa Rosa County does not have a public transportation system at this time.

MAP ID 292, 293, 294, 295, 296, 297, 298, 231

PROJECT NAME
SR 173 (N. Blue Angel Parkway) PD&E from US 98 to SR 297 [294]
SR 173 (N. Blue Angel Parkway) US 98 to Kennedy Drive [295]
SR 173 (N. Blue Angel Parkway) Kennedy Drive to CR 296 Saufley Field Drive [296]
SR 173 (N. Blue Angel Parkway) CR 296 Saufley Field Drive to SR 10 (US 90) [297]
SR 173 (N. Blue Angel Parkway) SR 10 (US 90) to SR 297 (Pine Forest Road) [298]
SR 173 (S. Blue Angel Parkway) SR 292 (Gulf Beach Highway) to US 98 [293]
SR 292 (Gulf Beach Highway) at NAS West Gate [231]
SR 173 (S. Blue Angel Parkway) - Dedicated truck lane w/ signage/signal [292]

PURPOSE
Add additional roadway capacity, relieve roadway congestion; provide alternate route to Naval Air Station (NAS) Pensacola as a SIS Military Access Facility, including truck and access improvements at NAS West Gate to create a dedicated truck entrance lane along SR 292 (Gulf Beach Highway) at West Gate, add signals and signage, allow for ease of travel, and reduce congestion, consistent with 421012-1; SIS CFP FY29-45 [SIS ID 3912]; and Feasibility Study to PD&E Study 421012-2 (SR 173 from US 98 to SR 297); and Feasibility Study 441056-1 (SR 297 from SR 173 to SR 10). (MIRR: 5.5.5) [SIS] [MAF].

IMPROVEMENT
Provide four lanes of capacity, and NAS West Gate truck and access improvements.

REGIONAL CONNECTIVITY
This project segment connects two major roadways, US 98 and SR 292, and links north to I-10 via Pine Forest Road as a SIS Military Access corridor. SIS Military Access Facility designation Oct 7, 2016. Dog Track Road intersects with this project segment creating connections for the neighborhoods and side streets in the area. This project segment connects two major roadways, US 98 and SR 296 with the Bellview community. This project segment provides connections with other roadways into the Myrtle Grove and community and connects to Saufley Field.

PARALLEL FACILITIES
Fairfield Drive runs parallel from south/north to the east of the project segment.

BICYCLES AND PEDESTRIANS
The planned widening will maintain existing bicycle and sidewalk facilities in the corridor to accommodate SUN Trail. Extend Multi-Use Path from Sorrento Road to Old Gulf Beach Highway.

TRANSIT
There is no ECAT route along the project segment.

MAP ID 301

PROJECT NAME
SR 750 (Airport Boulevard) at Railroad Crossing

PURPOSE
Provide an overpass over the railroad tracks that crosses Airport Boulevard east of US29. This project originated with citizen input on the 2040 LRTP and related to motorcycle safety.

IMPROVEMENT
Create a railroad overpass.

REGIONAL CONNECTIVITY
This project provides safe passage over the railroad tracks along Airport Boulevard.

PARALLEL FACILITIES
There are no parallel facilities to the railroad crossing project.

BICYCLES AND PEDESTRIANS
There are shoulder bicycle lanes and pedestrian facilities on both sides of the roadway along SR 750 (Airport Boulevard).

TRANSIT
ECAT Route 63 utilizes this portion of SR 750 (Airport Boulevard).

MAP ID 302

PROJECT NAME
US 29 (SR 95) – Nine ½ Mile Road to FL/AL State Line

PURPOSE
This project adds additional roadway capacity and reduces traffic congestion, in accordance with Freight Mobility Plan / SIS Needs Plan. Includes project segment from 2040 Needs Plan to Roberts Road.

IMPROVEMENT
Provide six lanes of capacity.

REGIONAL CONNECTIVITY
The project segment connects and provides access for the city of Pensacola and other neighborhoods and communities in Escambia County to the community of Century to the FL/AL State Line.

PARALLEL FACILITIES
There are no facilities that run parallel to the project segment in the same way that US 29 does from the segment extents.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along the project segment.

TRANSIT
Currently, ECAT Route 60 utilizes the project segment.

MAP ID 303

PROJECT NAME
SR 99 Beulah Rd

PURPOSE
Provide an I-10 interstate connection at SR 99, Beulah Road to improve internal regional connectivity within portions of Escambia County slated for future development and reduce congestion on alternative routes. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT
The scope of this project is to widen Beulah Road to four lanes from W. Nine Mile Rd to W. Kingsfield Rd and provide a new interchange at I-10, including widening of I-10 from the FL/AL state line to the Pensacola weigh station. Future phases to extend the beltway beyond W. Kingsfield to US 29 would be evaluated under separate PD&E studies.

REGIONAL CONNECTIVITY
This project connects US 90 and W Nine Mile Road to I-10 through a new interchange.

PARALLEL FACILITIES
There are currently no roadway facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS
There are no bicycle or pedestrian facilities along the project segment. The proposed typical section for Beulah Rd is an urban curb & gutter 4-lane divided roadway with bike lanes and sidewalks. A Shared Use path in lieu of bike lanes is being considered.

TRANSIT
There is currently no ECAT transit route along the project segment.

MAP ID 304

PROJECT NAME
Wilde Lake Blvd

PURPOSE
Wilde Lake Boulevard is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT
Widen to 12 ft wide lanes with paved shoulders from Klondike Road to US 297 (Pine Forest Road), spanning approx. 1.1 miles.

REGIONAL CONNECTIVITY
Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES
Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS
There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT
ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 305

PROJECT NAME
Klondike Rd

PURPOSE
Klondike Road is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT
Widen to 12 ft wide lanes with paved shoulders from Wilde Lake Blvd to US 90 (Mobile Hwy), spanning approx. 1.6 miles.

REGIONAL CONNECTIVITY
Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES
Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS
There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT
ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 306

PROJECT NAME
Eight Mile Creek Rd

PURPOSE
Eight Mile Creek Road is part of a local network that provides access between Pine Forest Road and Mobile Highway. Improvement is needed to facilitate local traffic movement and improve safety for vehicles and pedestrians. This project is consistent with the Escambia County Beulah Master Plan.

IMPROVEMENT
Widen to 12 ft wide lanes with paved shoulders from Wilde Lake Blvd to US 90 (Mobile Hwy), spanning approx. 1.8 miles.

REGIONAL CONNECTIVITY
Roadway network is part of local access connection between Pine Forest Road and Mobile Highway.

PARALLEL FACILITIES
Parallel facilities include Local Roads and the portions of roads with federal functional classification on Wilde Lake Boulevard, Klondike Road, and Eight Mile Creek Road that provide connection between Pine Forest Road and Mobile Highway.

BICYCLES AND PEDESTRIANS
There are currently no dedicated facilities for bicycles and pedestrians.

TRANSIT
ECAT does not service these roads. Nearest ECAT connection in on Pine Forest Road.

MAP ID 307, 308

PROJECT NAME
AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity Beaver Creek Ln to Foley Beach Express [308]
AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity AL SR 59 to Beaver Creek Ln [308]

PURPOSE
This project is needed to address the current and forecasted demand on Canal Road. Canal Road serves as the primary access to the beach from the Foley Beach Express.

IMPROVEMENT
Provide five lanes of capacity along AL SR 180 connecting to Foley Beach Express.

REGIONAL CONNECTIVITY
Foley Beach Express provides north / south connectivity and SR 180 provides east / west connectivity through Orange Beach. This project addresses the daily demands of the residents and visitors of Orange Beach and serves as a critical link in the evacuation network.

PARALLEL FACILITIES
AL SR 180 is the primary east / west facility. There are no major parallel facilities in Orange Beach.

BICYCLES AND PEDESTRIANS
Multi-modal accommodation is incorporated to provide regional multi-modal accommodation in Orange Beach.

TRANSIT
No fixed-route transit is available. Baldwin Regional Area Transit System (BRATS) operates on-demand routes.

Intersection Projects

Some Intersection Projects are included in the Capacity Project category where the intersections are part of a roadway network such as along I-10.

MAP ID 800

PROJECT NAME
AL Foley Beach Express - Intersection Reconfiguration

PURPOSE
Intersection reconfiguration is envisioned with City of Orange Beach Master Plan to provide easier transition from SR 180 (Canal Road) and the surrounding roadways in Orange Beach, and to enhance safety and traffic congestion. This location is experience growth and increased demand associated with build-out of The Wharf entertainment complex.

IMPROVEMENT
Provide intersection reconfiguration of Foley Beach Express at Canal Road; configuration not yet determined.

REGIONAL CONNECTIVITY
Beach Express and Waterways project [504] is under construction and will provide two lanes one-way southbound in conjunction with Foley Beach Express connecting at AL SR 180.

PARALLEL FACILITIES
AL SR 180 and Foley Beach Express are the primary facilities for east / west and north / south regional connectivity in Orange Beach.

BICYCLES AND PEDESTRIANS
The project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT
Fixed-route transit is currently not available.

MAP ID 801

PROJECT NAME
SR 289 (Ninth Avenue)/Langley/Tippin – SR 289 (Ninth Avenue)/Langley/Tippin to SR 289 (Ninth Avenue)/Langley/Tippin

PURPOSE
Provide for more efficient and safer intersection operations at this location.

IMPROVEMENT
Major intersection improvement.

REGIONAL CONNECTIVITY
This intersection does not provide for regional connectivity; however, SR 289 does provide regional connectivity across and through Pensacola as a State Road.

PARALLEL FACILITIES
There are no parallel facilities to this intersection.

BICYCLES AND PEDESTRIANS
There are shoulder bicycle facilities and pedestrian sidewalks within this intersection.

TRANSIT
ECAT Route 43 utilizes this intersection as part of its route to the PSC Transfer Center.

MAP ID 803

PROJECT NAME
Pensacola Beach Roundabouts – SR 399 (Via de Luna Drive) to Fort Pickens Road & Casino Beach Access

PURPOSE
The purpose of the project is to create a congestion management plan / major intersection improvement to reduce traffic congestion and add roadway capacity, consistent with the Pensacola Beach Master Plan.

IMPROVEMENT
Construct the roundabout improvements identified in the Pensacola Beach Master Plan.

REGIONAL CONNECTIVITY
Bob Sikes Bridge connects Gulf Breeze to the south island where the project segment and intersection are located, over the Little Sabine Bay and Santa Rosa Sound waterways.

PARALLEL FACILITIES
Shoreline Drive and Gulf Breeze Parkway to the north run parallel to the project segment.

BICYCLES AND PEDESTRIANS
There are currently bicycle and pedestrian facilities along the west side of the project segment and the intersection.

TRANSIT
Currently ECAT Route 61, and Route 64 utilize Via De Luna Drive and Fort Pickens Road along the project corridor.

MAP ID 804, 805

PROJECT NAME
CR399 (East Bay Boulevard) Roundabouts at Edgewood Drive [804] and Andorra Street [805]

PURPOSE
Add multi-modal enhancements to the roadway making it safer and more convenient for bicycles and pedestrians to travel along the corridor.

IMPROVEMENT
Construct roundabouts consistent with the CR 399 East Bay Corridor Management Plan (May 2020). Improvements include roundabouts, a continuous center turn lane, and paved shoulders along the corridor. Additional corridor improvement identified in CMP.

REGIONAL CONNECTIVITY
This project connects US 98 in the south to CR 399 in the north, allowing for adjacent neighborhoods to have direct access to these arterial roadways.

PARALLEL FACILITIES
This facility provides a north/south alternative to the portions of US 98 and SR 87.

BICYCLES AND PEDESTRIANS
The planned will focus on providing enhanced bicycle and sidewalk facilities in the corridor.

TRANSIT
Santa Rosa County does not currently have a transit service.

MAP ID 807

PROJECT NAME
I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5)

PURPOSE
The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the northwest Escambia County sector plan.

IMPROVEMENT
Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Nine Mile Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905- 1; and design project 437905-2. Design Phase funding is in the First 5-Year SIS Plan (FY 25). Construction is in the SIS Second 5-Year Plan for FY 30.

REGIONAL CONNECTIVITY
I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES
US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS
There are no bicycle and pedestrian facilities along this route.

TRANSIT
There is no ECAT route on this project segment.

MAP ID 808, 809, 810

PROJECT NAME
I-10 (SR 8) from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 US 29) [808];
I-10 (SR 8) at SR 297 [Pine Forest Road] Major Intersection Improvement Exit 7 [SIS ID 3574] and Interim WB Ramp Extension (includes SR 297 / Pine Forest Rd interchange at Exit 7) [SIS ID 3574] [809];
I-10 (SR 8) at US 29 (SR 95) major interchange reconstruction [810] (project under construction).

PURPOSE
The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the Escambia County sector plan. Related to SR 297 Pine Forest Road improvements.

IMPROVEMENT
Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Pine Forest, consistent with SIS project ID 3574]; and PD&E 437905-1 and design project FPID 437905-2. The SIS First Five Year Plan (FY25-29) identifies Design phase funding ($7.7M) in FY 25. The SIS Second Five Year Plan (FY30-34) identifies Right-of-Way phase funding ($21.2M) in FY 31. The SIS Long Range Cost Feasible Plan (FY35-50) identifies Construction phase for SIS Project ID 3574 ($254.2M) in FY 41-45.

REGIONAL CONNECTIVITY
I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES
US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS
There are no bicycle and pedestrian facilities along this route.

TRANSIT
There is no ECAT route on this project segment.

MAP ID 812

PROJECT NAME
US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass - Major Intersection Improvement

PURPOSE
The purpose of the project is to enhance multimodal transportation and corridor safety, consistent with the August 2020 City of Gulf Breeze proposal, "Highway 98 Multimodal Overpass and State Road 399 Interchange Redesign Concept Review" as presented to the City of Gulf Breeze Community Redevelopment Agency (CRA); and 220426-7 Feasibility Study. Links to ID 143, Soundview SUNTrail and ID 95, SUNTrail unfunded gap.

IMPROVEMENT
The project involved developing conceptual designs for the safe multi-modal connection between east-west portions of the City that are bisected by Highway 98 and also develop a design concept for the redesign of the Highway 98 and State Road 399 Interchange (Pensacola Beach). The design concept for the Interchange needed to maintain or improve traffic functionality, provide multi- modal access to Pensacola Beach as well as the National Seashore multi-use path and also recover additional developable land for the areas to the north and southeast of the interchange.

REGIONAL CONNECTIVITY
This project segment connects the Gulf Breeze neighborhood to a main roadway and provides access to the Gulf Islands National Seashore Boundary.

PARALLEL FACILITIES
There are currently no other roadways on the island that run west/east in the way that Gulf Breeze Parkway does on the peninsula.

BICYCLES AND PEDESTRIANS
There are currently pedestrian facilities, sharrow/shared lane bicycle facilities, and shoulder lane bicycle facilities along the project segment.

TRANSIT
Santa Rosa County currently does not have a public transit system at this time.

MAP ID 814, 815, 816

PROJECT NAME

Reimagine Jackson Implementation Projects

- Intersection Improvements (Roundabouts) on W. Jackson and N 49th Avenue, N 62nd Avenue, N 65th Avenue, and N 72nd Avenue [814];
- Intersection realignment / improvement at New Warrington Road [815];
- Intersection realignment / improvement at Pace Blvd [816]

PURPOSE

The Reimagine Jackson plan was a collaboration between Escambia County and City of Pensacola, including the Community Redevelopment Agency areas of both. The plan was completed in August 2023. The study area encompasses W Jackson Street from N A Street to W Fairfield Drive and a 0.25-mile buffer. The project aims to develop an implementable master plan for the corridor, ensure all voices are heard during the corridor planning process, and develop an inclusive vision based on community inputs. In 10 years, Jackson Street will be an east-west gateway between the City of Pensacola and Escambia County that operates as a slower street connecting non-vehicle modes. It will have an internationally diverse community fabric with enhanced transportation and upgraded utility infrastructure. It will have vibrant community nodes, including local businesses, community gathering places, and recreational spaces. People of all ages and abilities can safely and conveniently walk, bike, or ride.

IMPROVEMENT

The projects identified include providing continuous sidewalks, a shared-use path, intersection improvements envisioned as mini-roundabouts and major intersection improvements at New Warrington Rd and Pace Blvd.

REGIONAL CONNECTIVITY

W. Jackson provide regional connectivity from West Pensacola into Escambia County.

PARALLEL FACILITIES

Cervantes Street is the major parallel facility.

BICYCLES AND PEDESTRIANS

Bicycle and pedestrian facilities are discontinuous.

TRANSIT

ECAT provides public transit options in the study area. Four (4) bus routes- Routes 2, 55, 44 and 48 service the corridor and originate at an ECAT Transfer Center, the Rosa L. Parks Transit Complex.

Corridor Management Projects

MAP ID 400

PROJECT NAME
West Main Street Stormwater and Multi-Modal Design Project

PURPOSE
Reduce traffic congestion, particularly congestion caused by left-turn movements that block through movements on the corridor, and to enhance the presence of bicycle and pedestrian facilities along the roadway. Project is funded for construction in as 440904-1 in FY 26/27.

IMPROVEMENT
Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way; consistent with 440904-1; and the City of Pensacola Urban Core CRA Plan VI, pg 33/44/46, VII pg 16/18; Westside CRA Plan, pg 24/27.

REGIONAL CONNECTIVITY
This section of Main Street is a local facility that moves traffic through the City of Pensacola. It is the southernmost street in the City of Pensacola, and a part of the historic Pensacola gridded street network.

PARALLEL FACILITIES
Main Street is parallel to US 98/SR 30. It is located to the south of US 98/SR 30.

BICYCLES AND PEDESTRIANS
Included in this project is the enhancement of bicycle and sidewalk facilities along the corridor. Specifically, the Pensacola Community Redevelopment Agency (CRA) is working to create facilities along the abandoned railroad corridor to the south of Main Street.

TRANSIT
Escambia County Area Transit (ECAT) travels along Main Street from Reus Street to Spring Street (routes 48, 64). However, transit stops are not located along Main Street from Barrancas Avenue to Clubbs Street.

MAP ID 401

PROJECT NAME
US 98 (West Navy Boulevard) – SR 295 (North Navy Boulevard) to SR 453 (North W Street)

PURPOSE
Redesign the project segment as a Complete Street to enhance multimodal transportation and safety within the area. FDOT PD&E Study (FPID 218630-2) has been completed.

IMPROVEMENT
Design project to redesign as Complete Street; consistent with Complete Street redesign FPID 218630-2.

REGIONAL CONNECTIVITY
The project segment connects US 98 to SR 295 and SR 452, as well as to the neighborhoods and side streets adjacent to the roadway.

PARALLEL FACILITIES
West Jackson Street to the north of the project segment runs west/east from North New Warrington Road, which transitions into North Navy Boulevard, to SR 452 (North W Street).

BICYCLES AND PEDESTRIANS
There are currently shoulder bicycle facilities and pedestrian facilities.

TRANSIT
Currently, there are four ECAT routes that utilize the project segment: Route 57, Route 58, Route 59A and Route 59X.

MAP ID 402

PROJECT NAME
US 90 (West Cervantes Street) – Dominques Street to A Street;

PURPOSE
Provide a Lane Elimination / Road Diet consistent the Corridor Management Plan, and Traffic Feasibility Study, integrating the FDOT Pedestrian Safety Improvements project.

IMPROVEMENT
Design the Lane Elimination / Road Diet to reduce capacity from four to two lanes, incorporating pedestrian safety improvements, and the Corridor Management Plan concepts; and City of Pensacola Westside Concept Plan, pg 23/24. RAISE Grant for Project ID 4553521 will define improvements on SR 10 (US 90) Cervantes Street from CR 453 ("W" Street) to Bayou Texar Bridge.

REGIONAL CONNECTIVITY
US 90 (Cervantes Street) connects to US 29 and I-10 on the east, and SR 295 on the west, providing east / west connective across the City of Pensacola and Escambia County.

PARALLEL FACILITIES
West Garden Street / West Navy Boulevard provide alternate east / west connection to the south.

BICYCLES AND PEDESTRIANS
The Road Diet concept is supported by neighborhood groups to calm traffic and reduce the pedestrian fatalities that have occurred along this corridor. Bicycle corridor is preferred on parallel facility of West Jackson Street if unable to be successfully incorporated into Road Diet.

TRANSIT
ECAT serves this facility, but many of the stops are not ADA compliant along Cervantes.

MAP ID 403

PROJECT NAME
SR 295 (W. Fairfield Dr.) - Corridor Management Plan/Complete Streets Study from US 98 to US 29

PURPOSE
The purpose of the project is to provide corridor management study for congestion and delay and safety improvement.

IMPROVEMENT
Corridor study to identify safety and multimodal improvements.

REGIONAL CONNECTIVITY
This project segment connects US 90 and New Warrington Road to SR 292 (North Pace Boulevard) with side streets and neighborhoods adjacent to the roadway, and connects two major roadways, North Palafox Street and North Davis Highway, together, and provides additional connects to side streets and neighborhoods.

PARALLEL FACILITIES
Massachusetts Avenue to the north runs parallel to the project segment from Mobile Highway to North Pace Boulevard.

BICYCLES AND PEDESTRIANS
There are discontinuous pedestrian facilities along the project segment. However, there are no bicycle facilities at this time. This has the potential to be added and enhanced through the Complete Streets study.

TRANSIT
Numerous ECAT Routes utilize the project segment. ECAT Route 1, Route 44, Route 59A run along the project segment from N Pace Boulevard to L Street. From L Street to North Palafox Street, ECAT Route 32, Route 51, Route 60, Route 52, Route 45, Route 59A, and Route 61 utilize the project segment and continue onto connecting roadways and intersections.

MAP ID 404

PROJECT NAME
US 90 (Cervantes Street) USDOT RAISE 2024 Grant Corridor Study [FY-AL TPO FY25-29 TIP]

PURPOSE
Provide a Lane Elimination / Road Diet consistent with the Corridor Management Plan, and Traffic Feasibility Study, integrating the FDOT Pedestrian Safety Improvements project. RAISE Grant and TIP Amendment (December 2024) to add design costs in FY 2024/2025 for Project ID 4553521- SR 10 (US 90) Cervantes Street from CR 453 ("W" Street) to Bayou Texar Bridge, a corridor planning project, at a total cost of $4,872,791.

IMPROVEMENT
RAISE Grant for Project ID 4553521 will define improvements on SR 10 (US 90) Cervantes Street from CR 453 ("W" Street) to Bayou Texar Bridge.

REGIONAL CONNECTIVITY
US 90 (Cervantes Street) connects to US 29 and I-10 on the east, and SR 295 on the west, providing east / west connective across the City of Pensacola and Escambia County.

PARALLEL FACILITIES
West Garden Street / West Navy Boulevard provides alternate east / west connection to the south.

BICYCLES AND PEDESTRIANS
A Road Diet concept is supported by neighborhood groups to calm traffic and reduce the pedestrian fatalities that have occurred along this corridor. Bicycle corridor is preferred on parallel facility of West Jackson Street if unable to be successfully incorporated into Road Diet.

TRANSIT
ECAT serves this facility (routes 2 and 41), but many of the stops are not ADA compliant along Cervantes.

MAP ID 405

PROJECT NAME
17th Avenue – US 98 / Bayfront Parkway to US 90 (East Cervantes Street)

PURPOSE
The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal facilities and safety. This corridor will become more heavily used once construction is complete on the Pensacola Bay (Chappie James) Bridge. Capacity improvements are limited due to restricted right-of-way in a residential community and includes a notable restriction under the railroad ("Graffiti Bridge") crossing.

IMPROVEMENT
Create a Corridor Management Plan / Complete Streets Study

REGIONAL CONNECTIVITY
This project segment connects US 98 and Bayfront Parkway to US 90 (East Cervantes Street), as well as connecting neighborhood side streets to major roadways.

PARALLEL FACILITIES
To the west of the project segment, North 14th Avenue runs from US 98 to US 90.

BICYCLES AND PEDESTRIANS
There are pedestrian facilities along the project segment with gaps in the network. There are no bicycle facilities at this time. With a Complete Streets study there is potential to enhance and add these facilities to the project segment.

TRANSIT
Currently there are no ECAT Routes that utilize the project segment.

MAP ID 406

PROJECT NAME
W. Jordan Street – North E Street to US 29 (North Palafox Street)

PURPOSE
The purpose of the project is to complete a corridor study for West Jordan Street for a Maxwell/Jordan two-way conversion to reduce traffic congestion and improve safety.

IMPROVEMENT
Create a Corridor Study – Maxwell / Jordan two-way conversion.

REGIONAL CONNECTIVITY
This project connects North E Street and US 29 to Pensacola High School as well as to the surrounding side streets and neighborhoods.

PARALLEL FACILITIES
There are many roadways to the south of the projects segment that run parallel such as West Hernandez Street.

BICYCLES AND PEDESTRIANS
There are some pedestrian facilities but no bicycle facilities along the project segment.

TRANSIT
Currently, ECAT Route 48 utilizes part of the project segment.

MAP ID 407

PROJECT NAME
SR 295 (Navy Boulevard) – SR 295 (New Warrington Road) to Bayou Grande Bridge / Duncan Road / NAS Entrance [MIRR Project 5.5.2]

PURPOSE
Study safety operational improvements such as drainage, curb and gutter, the addition of bicycle and pedestrian facilities, and access management of US 98/SR 30/Navy Boulevard from SR 295 to the Bayou Grande Bridge within the Warrington Community and the gateway to NAS Pensacola.

IMPROVEMENT
Conduct a corridor management / complete streets study to evaluate the need for capacity or other improvements.

REGIONAL CONNECTIVITY
This roadway segment is a part of the greater US 98/SR 30 corridor, which generally follows the gulf coast throughout the northwest Florida region. In Escambia County, US 98/SR 30 connects Alabama with the city of Pensacola. In addition, this segment of US 98/SR 30 links the Pensacola Naval Air Station with downtown Pensacola.

PARALLEL FACILITIES
To cross the Bayou Grande waterway, the nearest bridge is Gulf Beach Highway to the west.

BICYCLES AND PEDESTRIANS
The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT
Escambia County Area Transit 59A, 2 and 1 serve this portion of the corridor and the adjacent area.

MAP ID 408

PROJECT NAME
SR 292 (Pace Boulevard) – South of W. McLeod Street to US 29

PURPOSE
The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety.

IMPROVEMENT
Create a Corridor Management Plan / Complete Streets study.

REGIONAL CONNECTIVITY
The project segment connects a variety of side streets and neighborhoods.

PARALLEL FACILITIES
There are many roadways to the west and east that run parallel to the project segment, however not to the same extents the project segment does.

BICYCLES AND PEDESTRIANS
There are pedestrian facilities along the project segment but no bicycle facilities. There is potential to add and enhance these facilities after the completion of a corridor management plan and/or Complete Streets study.

TRANSIT
Primarily, ECAT Route 55 utilizes the project segment, but ECAT Route 64 and Route 48 utilize small portions of the project segment.

MAP ID 409

PROJECT NAME
CR 191 (Munson Highway) – SR 87 (Stewart Street) to TPO Boundary

PURPOSE
Corridor study for improvements and safety requested by NAS Whiting Field.

IMPROVEMENT
Create a Corridor study for multi modal improvements requested by NAS Whiting Field.

REGIONAL CONNECTIVITY
This project connects Milton to the northeast.

PARALLEL FACILITIES
There are no facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS
There are currently no bicycle or pedestrian facilities along the project segment. However, with the completion of a corridor study there is potential to add these facilities.

TRANSIT
Santa Rosa County does not currently have a public transportation system at this time.

MAP ID 410

PROJECT NAME
SR 296 (Michigan Avenue / Beverly Parkway / Brent Lane) from North W Street to SR 289 (Ninth Avenue)

PURPOSE
The purpose of the project a corridor study for safety, reduce traffic congestion, and to incorporate significant new construction for Baptist Hospital campus relocation.

IMPROVEMENT
Conduct a Corridor Study to determine if additional capacity or other improvements are needed.

REGIONAL CONNECTIVITY
This project segment connects the community of Brent with SR 98 (North Palafox Street) to SR 291 (Davis Highway), and to the Pensacola Christian School. This project also provides a connection over the CSX transportation railroad line. The corridor continues west to US 90 (Mobile Highway).

PARALLEL FACILITIES
To the north, Airport Boulevard connects Pensacola Boulevard to I-110 parallel to the project segment.

BICYCLES AND PEDESTRIANS
Currently there are some shoulder bicycle lanes, and pedestrian facilities along both sides of the project segment.

TRANSIT
New ECAT services are provided to the new Baptist Hospital.

MAP ID 411

PROJECT NAME
SR 89 (Dogwood Drive) Corridor Management Plan/Complete Streets Study from US 90 (Caroline Street) to SR 87 (Stewart Street)

PURPOSE
The purpose of the project is to complete a corridor study for SR 89 (Dogwood Drive) f to reduce traffic congestion and improve safety.

IMPROVEMENT
Create a Corridor Study – specific improvements to be determined.

REGIONAL CONNECTIVITY
This project connects US 90 in Milton with SR 87. Dogwood Drive is heavily travelled and serves as an important north/south corridor through Milton.

PARALLEL FACILITIES
SR 87 is the primary parallel facility.

BICYCLES AND PEDESTRIANS
Multi-modal improvements have been made and are present along portions of the corridor.

TRANSIT
None.

Appendix H: Adopted 2050 FL-AL Cost Feasible Plan

AL (PDC) H-2
AL (YOE) H-3
Non-SIS (PDC) [FL] H-4
Non-SIS (YOE) [FL] H-22
SIS (PDC) (FL) H-40
SIS (YOE) (FL) H-46

Fiscal Constraint Summary

(format as requested by the FHWA 2045 LRTP Certification Review

2050 Florida-Alabama Long Range Transportation Plan Cost Feasible Fiscal Constraint Documentation					
Florida - Year of Expenditure					
		2026 - 2030	2031 - 2035	2036 - 2040	2041 - 2050
NonSIS	Revenues	$41,800,744	$116,413,100	$239,447,400	$372,861,540
	Costs	$41,800,744	$10,000,000	$191,810,860	$372,760,096
	Balance	$0	$106,413,100	$47,636,540	$101,444
SIS	Revenues	$555,446,506	$158,048,680	$45,498,600	$1,991,628,600
	Costs	$555,446,506	$158,048,680	$45,498,600	$1,991,628,600
	Balance	$0	$0	$0	$0
Esc Co.	Revenues	$0	$0	$0	$0
	Costs	$0	$0	$0	$0
	Balance	$0	$0	$0	$0
SR Co.	Revenues	$0	$0	$0	$0
	Costs	$0	$0	$0	$0
	Balance	$0	$0	$0	$0

Alabama - Year of Expenditure					
		2026 - 2030	2031 - 2035	2036 - 2040	2041 - 2050
ALDOT	Revenues	$4,241,893	$8,483,786	$9,641,559	$19,251,954
	Costs	$0	$3,300,498	$0	$14,756,852
	Balance	$4,241,893	$5,183,287	$9,641,559	$4,495,102

Non-SIS + TMA, and SU funds are **Blue**.
SIS is **Purple**.
Local is **Orange**.

AL (PDC)

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $8M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (AL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 3,140,000	$ -	$ 9,934,375
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 3,140,000	$ -	$ 9,934,375
Total Revenue	$ 3,508,378	$ 3,508,378	$ 7,016,757
Total Rollover	$ 368,378	$ 3,876,757	$ 959,138

Font Color
Federal
State
Transit
Local

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	2031 - 2035	2036 - 2040	2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity	308		100078233, 100040566, 100040567, 100040568	AL SR 59 to Beaver Creek Lane	Provide 5 Lanes of Capacity	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,440,000	100.00%	YOE 31-35	State	$ -	$ 1,440,000	$ -	$ -	$ 1,440,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,440,000	100.00%	-	All	$ -	**$ 1,440,000**	$ -	$ -	**$ 1,440,000**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,700,000	100.00%	YOE 31-35	State	$ -	$ 1,700,000	$ -	$ -	$ 1,700,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,700,000	100.00%	-	All	$ -	**$ 1,700,000**	$ -	$ -	**$ 1,700,000**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 4,400,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 4,400,000	$ 4,400,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 4,400,000	100.00%	-	All	$ -	$ -	$ -	**$ 4,400,000**	**$ 4,400,000**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 5,534,375	35.00%	YOE 46-50	State	$ -	$ -	$ -	$ 7,906,250	$ 7,906,250	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 15,812,500	35.00%	-	All	$ -	$ -	$ -	**$ 7,906,250**	**$ 7,906,250**	

AL (YOE)

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

Net Costs by Year of Expenditure and Funding Source (AL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 3,300,498	$ -	$ 14,756,852
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 3,300,498	$ -	$ 14,756,852
Total Revenue	$ 4,241,893	$ 4,458,272	$ 9,610,395
Total Rollover	$ 941,395	$ 5,399,667	$ 253,209

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
	AL SR 180 (Canal Road) - Provide 5 Lanes of Capacity	308		100078233, 100040566, 100040567, 100040568	AL SR 59 to Beaver Creek Lane	Provide 5 Lanes of Capacity	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,440,000	100.00%	YOE 31-35	State	$ -	$ 1,513,604	$ -	$ -	$ 1,513,604	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,440,000	100.00%	-	All	$ -	$ 1,513,604	$ -	$ -	$ 1,513,604	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,700,000	100.00%	YOE 31-35	State	$ -	$ 1,786,894	$ -	$ -	$ 1,786,894	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,700,000	100.00%	-	All	$ -	$ 1,786,894	$ -	$ -	$ 1,786,894	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 4,400,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 5,108,769	$ 5,108,769	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 4,400,000	100.00%	-	All	$ -	$ -	$ -	$ 5,108,769	$ 5,108,769	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 5,534,375	35.00%	YOE 46-50	State	$ -	$ -	$ -	$ 9,648,083	$ 9,648,083	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 9,648,083
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 15,812,500	35.00%	-	All	$ -	$ -	$ -	$ 9,648,083	$ 9,648,083	

Net Costs by Year of Expenditure and Funding Source (AL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 3,300,498	$ -	$ 14,756,852
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 3,300,498	$ -	$ 14,756,852
Total Revenue	$ 4,241,893	$ 4,458,272	$ 9,610,395
Total Rollover	$ 941,395	$ 5,399,667	$ 253,209

Font Color
Federal
State
Transit
Local

Non-SIS (PDC) [FL]

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 7,299,270	$ 88,647,160	$ 148,568,541
State	$ -	$ 30,490,020	$ 32,382,962
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 7,649,270	$ 119,137,180	$ 180,951,503
Total Revenue	$ 85,323,066	$ 82,630,000	$ 157,876,214
Total Rollover	$ 77,673,796	$ 41,166,615	$ 18,091,326

Font Color
Federal
State
Transit
Local

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $8M, but the costs for Needs Plan ID 654 have also been included in that total.

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1	600	17	4515241	Multiple to Multiple	Regional Intelligent Traffic Management Center (Regional ITS Program)	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ 8,126,716	100.00%	All YoE	Federal	$ 5,767,459	$ 2,554,745	$ 2,173,913	$ 3,386,058	$ 8,126,716	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 8,126,716	100.00%	-	All	$ 5,767,459	$ 2,554,745	$ 2,173,913	$ 3,386,058	$ 8,126,716	
Fully Funded	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP]	654	17	4515242	4515242	Florida-Alabama TPO ITS Fiber Deployment - Escambia County [Tentative Work Program FY26-30]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ 179,333	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	$ 179,333	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%**	All YoE	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Fully Funded	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP]	655	17	4515243	Multiple to Multiple	Florida-Alabama TPO ITS Fiber Deployment - Santa Rosa County [Tentative Work Program FY26-30]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ 357,867	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	$ 357,867	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%**	All YoE	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 2,554,745	$ 2,173,913	$ 3,386,058	$ 8,126,716
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP]	601	18	4125452	Multiple to Multiple	Traffic Signal Coordination and ATMS Operations	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ 11,609,594	100.00%	All YoE	Federal	$ -	$ 3,649,835	$ 3,105,590	$ 4,854,369	$ 11,609,594	
								$ -	0.00%		State	$ 2,400,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 11,609,594	100.00%	-	All	$ 2,400,000	$ 3,649,835	$ 3,105,590	$ 4,854,369	$ 11,609,594	
Partially Funded	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	609	19		Hyde Park Rd to Massachusetts Ave	High Injury Network Escambia-7, Rank 141	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 150,000	100.00%	YOE 31-35	State*	$ -	$ 150,000	$ -	$ -	$ 150,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 150,000	100.00%	-	All	$ -	$ 150,000	$ -	$ -	$ 150,000	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	629	20		SR 87 to Santa Rosa Okaloosa County Line	High Injury Network Santa Rosa-2, Rank 75	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 150,000	100.00%	YOE 31-35	State*	$ -	$ 150,000	$ -	$ -	$ 150,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 150,000	100.00%	-	All	$ -	$ 150,000	$ -	$ -	$ 150,000	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 3,649,835	$ 3,105,590	$ 4,854,369	$ 11,609,594
State	$ 300,000	$ -	$ -	$ 300,000
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Other Transportation Needs (LRTP)	-	46				PD&E / NEPA	$ -	100.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	100.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ 3,482,878	100.00%	All YoE	Federal	$ -	$ 1,094,891	$ 931,677	$ 1,456,311	$ 3,482,878	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 3,482,878	100.00%	-	All	$ -	$ 1,094,891	$ 931,677	$ 1,456,311	$ 3,482,878	
Fully Funded	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd	272	21	4410563	SR 10 (US 90A) West Nine Mile Road to CR 297A	Provide 4 Lanes of Capacity on Pine Forest Road North of Nine Mile Rd with Roundabout at CR 297 and CR 297A with Median U-Turns on Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ 12,015,000	100.00%	YOE 41-45	Federal	$ -	$ -	$ -	$ 12,015,000	$ 12,015,000	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 12,015,000	100.00%	-	All	$ -	$ -	$ -	$ 12,015,000	$ 12,015,000	
Fully Funded	SR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of I-10	273	21	4410562	Pine Forest Drive to SR 10 (US 90A) West Nine Mile Road	Provide 4 Lanes of Capacity on Pine Forest Road North of I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ 82,435,980	73.00%	YOE 36-40	Federal	$ -	$ -	$ 82,435,980	$ -	$ 82,435,980	
								$ 30,490,020	27.00%	YOE 36-40	State	$ -	$ -	$ 30,490,020	$ -	$ 30,490,020	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 112,926,000	100.00%	-	All	$ -	$ -	$ 112,926,000	$ -	$ 112,926,000	
							CST & CEI	$ 37,541,000	100.00%	YOE 41-45	Federal	$ -	$ -	$ -	$ 37,541,000	$ 37,541,000	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 37,541,000	100.00%	-	All	$ -	$ -	$ -	$ 37,541,000	$ 37,541,000	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 1,094,891	$ 83,367,857	$ 51,012,311	$ 135,474,858
State	$ -	$ 30,490,020	$ -	$ 30,490,020
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF]	299	22	4410562	Pine Forest Drive to I-10 (SR 8)	Provide 6 Lanes of Capacity on Pine Forest Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%	YOE 36-40	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 7,867,567	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%	YOE 41-45	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 10,053,002	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan]	204	22	2186055	US 90 (Mobile Hwy) to SR 99 (Beulah Road)	Provide 6 Lanes of Capacity on W. Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 31-35	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,140,227	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 31-35	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,280,454	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ 21,664,314	100.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 21,664,314	$ 21,664,314	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 21,664,314	100.00%	-	All	$ -	$ -	$ -	$ 21,664,314	$ 21,664,314	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 30,365,223
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 30,365,223	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	239	22	2186055, 2185192	SR 99 (Beulah Road) to SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity on W. Nine Mile Road	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 2,597,184	100.00%	YOE 41-45	State*	$ -	$ -	$ -	$ 2,597,184	$ 2,597,184	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA* - TOTAL	$ 2,597,184	100.00%	-	All	$ -	$ -	$ -	$ 2,597,184	$ 2,597,184	
							PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 5,194,368	100.00%	YOE 41-45	State*	$ -	$ -	$ -	$ 5,194,368	$ 5,194,368	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting* - TOTAL	$ 5,194,368	100.00%	-	All	$ -	$ -	$ -	$ 5,194,368	$ 5,194,368	
							ROW	$ 32,075,221	65.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 32,075,221	$ 32,075,221	
								$ 17,271,273	35.00%	YOE 46-50	State	$ -	$ -	$ -	$ 17,271,273	$ 17,271,273	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 49,346,494	100.00%	-	All	$ -	$ -	$ -	$ 49,346,494	$ 49,346,494	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 59,735,229
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 59,735,229	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ 53,739,535	$ 53,739,535
State	$ -	$ -	$ 25,082,825	$ 25,082,825
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 28-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	210	28	4210114, 4210115	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy) to SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity on Sorrento Road	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA* - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 9,900,000	100.00%	YOE 36-40	State*	$ -	$ -	$ 9,900,000	$ -	$ 9,900,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting* - TOTAL	$ 9,900,000	100.00%	-	All	$ -	$ -	$ 9,900,000	$ -	$ 9,900,000	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 105,000,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 105,000,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 178,800,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 178,800,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity	216	27	4331132, 4331133	Muscogee Road to I-10 New Interchange	Provide 4 Lanes of New Road Capacity as US 29 Connector West Bypass [Segment 1]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,413,593	100.00%	YOE 31-35	State*	$ -	$ 1,413,593	$ -	$ -	$ 1,413,593	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,413,593	100.00%	-	All	$ -	$ 1,413,593	$ -	$ -	$ 1,413,593	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 2,827,186	100.00%	YOE 31-35	State*	$ -	$ 2,827,188	$ -	$ -	$ 2,827,188	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,827,186	100.00%	-	All	$ -	$ 2,827,186	$ -	$ -	$ 2,827,186	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 26,858,267
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 26,858,267	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 32,512,639
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 32,512,639	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity	235	27	4331132, 4331133	Nine Mile Road to I-10 New Interchange	Provide 4 Lanes of Capacity on Beulah Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,502,583	100.00%	YOE 31-35	State*	$ -	$ 1,502,583	$ -	$ -	$ 1,502,583	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,502,583	100.00%	-	All	$ -	$ 1,502,583	$ -	$ -	$ 1,502,583	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 3,005,165	100.00%	YOE 31-35	State*	$ -	$ 3,005,165	$ -	$ -	$ 3,005,165	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,005,165	100.00%	-	All	$ -	$ 3,005,165	$ -	$ -	$ 3,005,165	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 28,549,068
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 28,549,068	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 34,559,398
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 34,559,398	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ 8,748,527	$ 9,900,000	$ -	$ 18,648,527
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 (Caroline Street) - Provide 4 Lanes of Capacity	262	39	4409152	SR 87 N (Stewart Street) to CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ 31,875,000	85.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 31,875,000	$ 31,875,000	
								$ 5,625,000	15.00%	YOE 46-50	State	$ -	$ -	$ -	$ 5,625,000	$ 5,625,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 37,500,000	100.00%	-	All	$ -	$ -	$ -	$ 37,500,000	$ 37,500,000	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 73,500,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 73,500,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 90 - Provide 6 Lanes of Capacity	261	38	4409151	Glover Lane to SR 87 N (Stewart Street)	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,293,989	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ 4,381,006	28.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 4,381,006	$ 4,381,006	
								$ 11,265,443	72.00%	YOE 46-50	State	$ -	$ -	$ -	$ 11,265,443	$ 11,265,443	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 15,646,449	100.00%	-	All	$ -	$ -	$ -	$ 15,646,449	$ 15,646,449	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 18,940,439
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 18,940,439	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 90 - Provide 4 Lanes of Capacity	263	40	4409153	CR 89 (Ward Basin Road) to SR 87 S	Provide 4 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 46,580,058
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 46,580,058	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 56,386,386
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 56,386,386	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ 36,256,006	$ 36,256,006
State	$ -	$ -	$ 16,890,443	$ 16,890,443
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration	266	23	4531531, 4529311	E. Wright Street to SR 295 (E. Fairfield Dr)	Provide Two-Way Restoration on Davis Hwy / Martin Luther King	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,375,945	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 6,879,725
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 6,879,725	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 2)	250	34	2204365	Escambia River Bridge (Santa Rosa Line) to Simpson River Bridge	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 7,700,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 775,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 775,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 171,460,868
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 171,460,868	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 3)	251	35	2204366	Simpson River Bridge to Third Avenue	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,520,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 1,508,200
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 1,508,200	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 73,256,969
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 73,256,969	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 4)	252	36	2204367	Third Avenue to CR 197A Bell Lane	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 5,500,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 54,032,700
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 54,032,700	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 149,472,480
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 149,472,480	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 5)	253	37	2204368	CR 197A Bell Lane to Glover Lane	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing (FDOT)	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 29,650,400
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 29,650,400	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 161,431,639
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 161,431,639	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	212	30	2184932	SR 727 (S. Fairfield Dr) to SR 295 (Navy Blvd)	Provide 4 Lanes of Capacity on Gulf Beach Highway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,600,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 21,100,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 21,100,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 30,200,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 30,200,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 28-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	211	29	2184933	SR 173 (S. Blue Angel Parkway) to SR 727 (Fairfield Drive)	Provide 4 Lanes of Capacity on Sorrento Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,600,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ 23,600,000
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 23,600,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ 41,200,000
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 41,200,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity	203	32	2184291	US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road	Realign and Provide 4 Lanes of Capacity on Burgess Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,163,332	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 36,378,314	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	213	31	0	US 90 (Mobile Hwy) to SR 298 (Lillian Hwy)	Provide 4 Lanes of Capacity on W. Fairfield Drive	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,146,708	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,293,415	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ 43,574,893
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 43,574,893	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 52,748,555
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 52,748,555	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1)	234	33	2204369	Scenic Highway to Escambia River Bridge (Santa Rosa Line)	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,870,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 8,582,800
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 8,582,800	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 48,091,040
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 48,091,040	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	Navarre Community Access Road - Provide 2 Lanes of New Capacity [MIRR 5.8.1]	274	41	4517351, 4369021	Edgewood Drive to Panhandle Trail / Fox Den Drive / Whispering Pines Road	Provide 2 Lanes of New Capacity as Navarre Community Access Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 9,688,779
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 9,688,779	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 48,443,895
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 48,443,895	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 111,420,960
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 111,420,960	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 289 (Ninth Avenue) / Langley / Tippen - Major Intersection Improvement	801	25	2186202	SR 289 (Ninth Avenue) / Langley / Tippen to SR 289 (Ninth Avenue) / Langley / Tippen	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,355,454	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,439,817	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 35,000,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 35,000,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 46,000,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 46,000,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 (W. Cervantes St) - Road Diet	402	24	0	Dominques St to A Street	Provide Lane Elimination on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,558,772	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 3,585,175
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 3,585,175	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8]	259	42	4167488	US 90 to CR 191 (Munson Hwy)	Provide 4 Lanes of New Capacity for SR 87 Connector to NAS Whiting Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 45,352,775
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 19,436,904	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 104,311,382
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 44,704,878	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8]	260	43	4167489	CR 191 (Munson Hwy) to SR 87N	Provide 4 Lanes of New Capacity for SR 87 Connector to NAS Whiting Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 45,352,775
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 25,915,871	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 104,311,382
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 59,606,504	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98	137	26	4515721	New 4-mile Multi-Use Pathway to Commercial District and East Side of the City	FDOT Pedestrian Bridge Highway 98 Overpass	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 400,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 400,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 4,680,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 4,680,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	Connecting the Collectors - Eglin AFB at Hurlburt Field	269	44	0	Navarre Community Access Road to Hurlburt Field	Provide new 2 Lane Capacity as Connecting the Collectors Roadway on Eglin AFB at Hurlburt Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 4,000,000	33.29%	YOE 31-35	State	$ -	$ 4,000,000	$ -	$ -	$ 4,000,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 8,015,540
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 12,015,540	33.29%	-	All	$ -	$ 4,000,000	$ -	$ -	$ 4,000,000	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 295 (Navy Blvd) [N and S segments] - Corridor Management. MIRR Project 5.5.2 Navy Blvd Improvements	407	45	0	SR 292 (Gulf Beach Hwy) to Bayou Grande Bridge / Duncan Road / NAS Entrance	Corridor Management Plan Implementation (Plan funded in FY24 and currently underway)	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ 350,000	100.00%	YOE 31-35	Local / Other	$ -	$ 350,000	$ -	$ -	$ 350,000	
							PD&E / NEPA - TOTAL	$ 350,000	100.00%	-	All	$ -	$ 350,000	$ -	$ -	$ 350,000	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ 4,000,000	$ -	$ -	$ 4,000,000
Transit	$ -	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -	$ 350,000

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP]	602	-	4515241	Multiple to Multiple	Escambia / Santa Rosa Regional ITS	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 5,767,459	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ 5,767,459	$ -	$ -	$ -	$ -	
Partially Funded	Gregory St - Connectivity to Legion Field Park via Gregory St	9	-	4499171	L St to G St	Connectivity to Legion Field Park via Gregory St	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 37,608	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 94,020	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 1,896,633	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 216,246	0.00%	-	All	$ 1,896,633	$ -	$ -	$ -	$ -	
Partially Funded	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FL-AL TPO FY25-29 TIP]	71	-	4409041	Barrancas Ave to Clubbs St	Sidewalks, Multi-Use Path, Crosswalk/Intersection	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,548,048	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 2,548,048	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	$ 2,548,048	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	N. Hayne Street (TA Project) [FL-AL TPO FY25-29 TIP]	76	-	4517241	E. Blount Street to E. Jordan Street	Multi-Use Path on North Hayne Street from East Blount Street to East Jordan Street.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 886,720	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 886,720	0.00%	-	All	$ 886,720	$ -	$ -	$ -	$ -	
Partially Funded	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FL-AL TPO FY25-29 TIP]	77	-	4517242	E. Cervantes Street to E. Blount Street	Multi-Use Path on North Hayne Street from East Cervantes Street to East Blount Street. Multi-Use Path in Hollice T. Williams Park - Phase II; LAP with City of Pensacola.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 918,634	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 918,634	0.00%	-	All	$ 918,634	$ -	$ -	$ -	$ -	
Partially Funded	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy	88	-	4554132	Hampton Inn to Gulf Islands National Seashore	Regional corridor connecting Okaloosa and Escambia counties largely along US 98 and E Bay Boulevard.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 982,500	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 396,697	0.00%	-	All	$ 982,500	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 991,744
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 991,744	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 2,281,010
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,281,010	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FL-AL TPO FY25-29 TIP]	135	-	4466631	West of Chemstrand Road to Cody Lane / Johnson Avenue	Add Turn Lane(s) SR 10 (US 90) Davis Hwy at SR 10A (US 90) Scenic Hwy Intersection	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 1,403,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 1,613,450	0.00%	-	All	$ 1,403,000	$ -	$ -	$ -	$ -	
Partially Funded	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FL-AL TPO FY25-29 TIP]	136	-	4536051	CR 292A Gulf Beach Hwy to SR 292 Sorrento Road	TPO Florida Transportation Alternatives Project Priority #1. Bike/Path Trail on SR 173 (Blue Angel Parkway) from CR 292A (Gulf Beach Highway) to SR 292 (Sorrento Road).	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 880,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 2,231,078	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 22,249	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,591,327	0.00%	-	All	$ 2,253,327	$ -	$ -	$ -	$ -	
Partially Funded	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FL-AL TPO FY26-30 TIP]	139		4552511	North 65th Ave to North 57th Ave	Sidewalks	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 251,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 730,894	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 366,678	0.00%	-	All	$ 730,894	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FL-AL TPO FY26-30 TIP]	140		4534761	Tarragona St to 14th Avenue	Provide SUNTrail Path on Bayfront Parkway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 7,484,170	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 8,606,795	0.00%	-	All	$ 7,484,170	$ -	$ -	$ -	$ -	
Partially Funded	West Main Street Stormwater and Multi-Modal Design Project	400		4409041	Barrancas Avenue to S. Clubbs Street	Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ 2,548,048	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,500,000	0.00%	-	All	$ 2,548,048	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass - Major Intersection Improvement	812		2204268	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass to US 98 [Gulf Breeze Pkwy] at SR 399 Overpass	Provide Interchange Reconstruction	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 2,310,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,850,000	0.00%	-	All	$ 2,310,000	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 3,700,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,700,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 33,300,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 33,300,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 42,550,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 42,550,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	CR 184 Quintette Road at CR 95A Intersection	813		4553191	CR 95A to CR 95A	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ 1,275,000	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,443,750	0.00%	-	All	$ 1,275,000	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

Non-SIS YOE [FL]

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ 10,000,000	$ 142,721,928	$ 306,051,195
State	$ -	$ 49,088,932	$ 66,708,902
Transit	$ -	$ -	$ -
Local	$ 350,000	$ -	$ -
Total Costs	$ 10,350,000	$ 191,810,860	$ 372,760,096
Total Revenue	$ 116,763,100	$ 133,034,300	$ 325,225,000
Total Rollover	$ 106,413,100	$ 47,636,540	$ 101,444

Font Color
Federal
State
Transit
Local

For more information on the projects shown in the Cost Feasible Plan, please refer to Section 7.5 of the 2050 Long Range Transportation Plan and utilize either the Needs Plan ID, or the CFP Map ID values below.

*Project funded by 22 percent of estimated revenues available from the statewide Product Support estimates for PD&E and roadway and structures design pertaining to SHS (non-SIS) and Other Roads (non-SIS, non-SHS). These funds are in addition to the estimates for SHS (non-SIS) and Other Roads (non-SIS, non-SHS) funds provided to MPOs. They are not included in the Revenue or Cost estimates for the State portion.

**Phases of projects with no costs associated, but funding years attributed, have had their costs combined with other projects located within the Cost Feasible Plan. For example, Needs Plan ID 600 is $14M, but the costs for Needs Plan ID 654 have also been included in that total.

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Regional Intelligent Traffic Management Center (Regional ITS Program) [MIRR 5.7.7) [FY25-29 TIP] TPO Non-SIS Priority #1	600	17	4515241	Multiple to Multiple	Regional Intelligent Traffic Management Center (Regional ITS Program)	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 14,000,000	100.00%	All YoE	Federal	$ 5,767,459	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 14,000,000	100.00%	-	All	**$ 5,767,459**	**$ 3,500,000**	**$ 3,500,000**	**$ 7,000,000**	**$ 14,000,000**	
Fully Funded	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Escambia [MIRR 5.7.7) [FY26-30 TIP]	654	17	4515242	4515242	Florida-Alabama TPO ITS Fiber Deployment - Escambia County [Tentative Work Program FY26-30]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ 179,333	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	**$ 179,333**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%	All YoE	Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Fully Funded	ITS Communication System - FL-AL TPO ITS Fiber Deployment - Santa Rosa [MIRR 5.7.7) [FY26-30 TIP]	655	17	4515243	Multiple to Multiple	Florida-Alabama TPO ITS Fiber Deployment - Santa Rosa County [Tentative Work Program FY26-30]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ 357,667	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Not Applicable	0.00%	-	All	**$ 357,667**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%	All YoE	Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 3,500,000	$ 3,500,000	$ 7,000,000	$ 14,000,000
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Traffic Signal Coordination and ATMS Operations [MIRR 5.7.7) [FY25-29 TIP]	601	18	4125452	Multiple to Multiple	Traffic Signal Coordination and ATMS Operations	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 20,000,000	100.00%	All YoE	Federal	**$ -**	**$ 5,000,000**	**$ 5,000,000**	**$ 10,000,000**	**$ 20,000,000**	
								$ -	0.00%		State	$ 2,400,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 20,000,000	100.00%	-	All	**$ 2,400,000**	**$ 5,000,000**	**$ 5,000,000**	**$ 10,000,000**	**$ 20,000,000**	
Partially Funded	SS4A Safety Action Plan High Injury Network Escambia-7, Rank 141	609	19		Hyde Park Rd to Massachusetts Ave	High Injury Network Escambia-7, Rank 141	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 150,000	100.00%	YOE 31-35	State*	$ -	$ 205,500	$ -	$ -	$ 205,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 150,000	100.00%	-	All	**$ -**	**$ 205,500**	**$ -**	**$ -**	**$ 205,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SS4A Safety Action Plan High Injury Network Santa Rosa-2, Rank 75	629	20		SR 87 to Santa Rosa Okaloosa County Line	High Injury Network Santa Rosa-2, Rank 75	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 150,000	100.00%	YOE 31-35	State*	$ -	$ 205,500	$ -	$ -	$ 205,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 150,000	100.00%	-	All	**$ -**	**$ 205,500**	**$ -**	**$ -**	**$ 205,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 5,000,000	$ 5,000,000	$ 10,000,000	$ 20,000,000
State	$ 411,000	$ -	$ -	$ 411,000
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Fully Funded	Other Transportation Needs (LRTP)	-	46				PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 3,482,878	100.00%	All YoE	Federal	**$ -**	$ 1,500,000	$ 1,500,000	$ 3,000,000	$ 6,000,000	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 3,482,878	100.00%	-	All	**$ -**	**$ 1,500,000**	**$ 1,500,000**	**$ 3,000,000**	**$ 6,000,000**	
Fully Funded	CR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of Nine Mile Rd with Roundabout at CR 297 and CR 297A and Median U-Turns on Nine Mile Rd	272	21	4410563	SR 10 (US 90A) West Nine Mile Road to CR 297A	Provide 4 Lanes of Capacity on Pine Forest Road North of Nine Mile Rd with Roundabout at CR 297 and CR 297A with Median U-Turns on Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ 12,015,000	100.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	$ 24,750,900	$ 24,750,900	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 12,015,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 24,750,900**	**$ 24,750,900**	
Fully Funded	SR 297 [Pine Forest Road] - Provide 4 Lanes of Capacity N. of I-10	273	21	4410562	Pine Forest Drive to SR 10 (US 90A) West Nine Mile Road	Provide 4 Lanes of Capacity on Pine Forest Road North of I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 82,435,980	73.00%	YOE 36-40	Federal	$ -	$ -	$ 132,721,928	$ -	$ 132,721,928	
								$ 30,490,020	27.00%	YOE 36-40	State	$ -	$ -	$ 49,088,932	$ -	$ 49,088,932	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 112,926,000	100.00%	-	All	**$ -**	**$ -**	**$ 181,810,860**	**$ -**	**$ 181,810,860**	
							CST & CEI	$ 37,541,000	100.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	$ 77,334,460	$ 77,334,460	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 37,541,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 77,334,460**	**$ 77,334,460**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ 1,500,000	$ 134,221,928	$ 105,085,360	$ 240,807,288
State	$ -	$ 49,088,932	$ -	$ 49,088,932
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 297 [Pine Forest Road] - Provide 6 Lanes of Capacity South of I-10 (as part of the I-10 Pine Forest Interchange) [SIS] [MAF]	299	22	4410562	Pine Forest Drive to I-10 (SR 8)	Provide 6 Lanes of Capacity on Pine Forest Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%	YOE 36-40	Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 7,867,567	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%	YOE 41-45	Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 10,053,002	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity [Beulah Master Plan]	204	22	2186055	US 90 (Mobile Hwy) to SR 99 (Beulah Road)	Provide 6 Lanes of Capacity on W. Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 31-35	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,140,227	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 31-35	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,280,454	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 21,664,314	100.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 44,628,487	$ 44,628,487	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 21,664,314	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 44,628,487**	**$ 44,628,487**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 62,552,359
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 30,365,223	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90A (W. Nine Mile Road) - Provide 6 Lanes of Capacity	239	22	2186055, 2185192	SR 99 (Beulah Road) to SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity on W. Nine Mile Road	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 2,597,184	100.00%	YOE 41-45	State*	$ -	$ -	$ -	$ 5,350,199	$ 5,350,199	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA* - TOTAL	$ 2,597,184	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 5,350,199**	**$ 5,350,199**	
							PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 5,194,368	100.00%	YOE 41-45	State*	$ -	$ -	$ -	$ 10,700,398	$ 10,700,398	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting* - TOTAL	$ 5,194,368	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 10,700,398**	**$ 10,700,398**	
							ROW	$ 32,075,221	65.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 66,074,955	$ 66,074,955	
								$ 17,271,273	35.00%	YOE 46-50	State	$ -	$ -	$ -	$ 35,578,822	$ 35,578,822	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 49,346,494	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 101,653,777**	**$ 101,653,777**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 123,054,572
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 59,735,229	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ 110,703,443	$ 110,703,443
State	$ -	$ -	$ 51,629,419	$ 51,629,419
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 292 (Sorrento Road) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	210	28	4210114, 4210115	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy) to SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity on Sorrento Road	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA* - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 9,900,000	100.00%	YOE 36-40	State*	$ -	$ -	$ 15,939,000	$ -	$ 15,939,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting* - TOTAL	$ 9,900,000	100.00%	-	All	**$ -**	**$ -**	**$ 15,939,000**	**$ -**	**$ 15,939,000**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 216,300,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 105,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 368,328,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 178,800,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 29 Connector West Bypass [Segment 1] - Provide 4 Lanes of Capacity	216	27	4331132, 4331133	Muscogee Road to I-10 New Interchange	Provide 4 Lanes of New Road Capacity as US 29 Connector West Bypass [Segment 1]	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,413,593	100.00%	YOE 31-35	State*	$ -	$ 1,936,622	$ -	$ -	$ 1,936,622	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,413,593	100.00%	-	All	**$ -**	**$ 1,936,622**	**$ -**	**$ -**	**$ 1,936,622**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 2,827,186	100.00%	YOE 31-35	State*	$ -	$ 3,873,245	$ -	$ -	$ 3,873,245	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,827,186	100.00%	-	All	**$ -**	**$ 3,873,245**	**$ -**	**$ -**	**$ 3,873,245**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 55,328,029
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 26,858,267	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 66,976,036
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 32,512,639	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 99 (Beulah Road) - Provide 4 Lanes of Capacity	235	27	4331132, 4331133	Nine Mile Road to I-10 New Interchange	Provide 4 Lanes of Capacity on Beulah Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 1,502,583	100.00%	YOE 31-35	State*	$ -	$ 2,058,539	$ -	$ -	$ 2,058,539	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,502,583	100.00%	-	All	**$ -**	**$ 2,058,539**	**$ -**	**$ -**	**$ 2,058,539**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 3,005,165	100.00%	YOE 31-35	State*	$ -	$ 4,117,076	$ -	$ -	$ 4,117,076	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,005,165	100.00%	-	All	**$ -**	**$ 4,117,076**	**$ -**	**$ -**	**$ 4,117,076**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 58,811,080
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 28,549,068	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 71,192,360
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 34,559,398	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ 11,985,482	$ 15,939,000	$ -	$ 27,924,482
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 (Caroline Street) - Provide 4 Lanes of Capacity	262	39	4409152	SR 87 N (Stewart Street) to CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 31,875,000	85.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 65,662,500	$ 65,662,500	
								$ 5,625,000	15.00%	YOE 46-50	State	$ -	$ -	$ -	$ 11,587,500	$ 11,587,500	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 37,500,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 77,250,000**	**$ 77,250,000**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 151,410,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 73,500,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity	261	38	4409151	Glover Lane to SR 87 N (Stewart Street)	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,293,989	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ 4,381,006	28.00%	YOE 46-50	Federal	$ -	$ -	$ -	$ 9,024,872	$ 9,024,872	
								$ 11,265,443	72.00%	YOE 46-50	State	$ -	$ -	$ -	$ 23,206,813	$ 23,206,813	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 15,646,449	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 32,231,685**	**$ 32,231,685**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 39,017,303
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 18,940,439	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 4 Lanes of Capacity	263	40	4409153	CR 89 (Ward Basin Road) to SR 87 S	Provide 4 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 95,954,920
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 46,580,058	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 116,155,956
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 56,386,386	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ 74,687,372	$ 74,687,372
State	$ -	$ -	$ 34,794,313	$ 34,794,313
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	Davis Hwy / Martin Luther King Two-Way Conversion - Two-Way Restoration	266	23	4531531, 4529311	E. Wright Street to SR 295 (E. Fairfield Dr)	Provide Two-Way Restoration on Davis Hwy / Martin Luther King	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,375,945	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 14,172,234
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 6,879,725	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 2)	250	34	2204365	Escambia River Bridge (Santa Rosa Line) to Simpson River Bridge	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 7,700,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 1,596,500
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 775,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 353,209,388
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 171,460,868	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 3)	251	35	2204366	Simpson River Bridge to Third Avenue	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 36-40	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,520,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 3,106,892
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 1,508,200	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 150,909,356
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 73,256,969	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 4)	252	36	2204367	Third Avenue to CR 197A Bell Lane	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 5,500,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 111,307,362
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 54,032,700	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 307,913,309
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 149,472,480	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	US 90 - Provide 6 Lanes of Capacity (Segment 5)	253	37	2204368	CR 197A Bell Lane to Glover Lane	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing (FDOT)	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 61,079,824
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 29,650,400	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 332,549,176
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 161,431,639	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
Partially Funded	SR 292 (Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	212	30	2184932	SR 727 (S. Fairfield Dr) to SR 295 (Navy Blvd)	Provide 4 Lanes of Capacity on Gulf Beach Highway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,600,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 43,466,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 21,100,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 62,212,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 30,200,000	0.00%	-	All	$ -	$ -	$ -	$ -	$ -	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 292 (Sorrento Rd / Gulf Beach Hwy) - Provide 4 Lanes of Capacity [MIRR 5.5.6]	211	29	2184933	SR 173 (S. Blue Angel Parkway) to SR 727 (Fairfield Drive)	Provide 4 Lanes of Capacity on Sorrento Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,600,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 23,600,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 41,200,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 742 (W. Burgess Road) - Realign/Provide 4 Lanes of Capacity	203	32	2184291	US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road	Realign and Provide 4 Lanes of Capacity on Burgess Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%	YOE 41-45	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,163,332	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 36,378,314	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 727 (W. Fairfield Dr.) - Provide 4 Lanes of Capacity	213	31	0	US 90 (Mobile Hwy) to SR 298 (Lillian Hwy)	Provide 4 Lanes of Capacity on W. Fairfield Drive	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,146,708	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,293,415	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 43,574,893	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 52,748,555	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 - Provide 6 Lanes of Capacity (PD&E Segment 1)	234	33	2204369	Scenic Highway to Escambia River Bridge (Santa Rosa Line)	Provide 6 Lanes of Capacity on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,870,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 17,680,568
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 8,582,800	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 99,067,542
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 48,091,040	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Navarre Community Access Road - Provide 2 Lanes of New Capacity [MIRR 5.8.1]	274	41	4517351, 4369021	Edgewood Drive to Panhandle Trail / Fox Den Drive / Whispering Pines Road	Provide 2 Lanes of New Capacity as Navarre Community Access Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 19,958,885
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 9,688,779	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 99,794,425
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 48,443,895	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 229,527,177
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 111,420,960	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 289 (Ninth Avenue) / Langley / Tippen - Major Intersection Improvement	801	25	2186202	SR 289 (Ninth Avenue) / Langley / Tippen to SR 289 (Ninth Avenue) / Langley / Tippen	Provide Major Intersection Reconstruction at Ninth Avenue / Langley / Tippin	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,355,454	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,439,817	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 72,100,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 35,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 94,760,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 46,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 90 (W. Cervantes St) - Road Diet	402	24	0	Dominques St to A Street	Provide Lane Elimination on US 90	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Not Applicable	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%	YOE 46-50	State*	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 1,558,772	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 7,385,460
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 3,585,175	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8]	259	42	4167488	US 90 to CR 191 (Munson Hwy)	Provide 4 Lanes of New Capacity for SR 87 Connector to NAS Whiting Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 93,426,716
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 19,436,904	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 214,881,448
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 44,704,878	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 87A New Connector / NAS Whiting Field Munson Highway Connector – New 4-Lane Capacity for SR 87 Connector [MIRR 5.6.8]	260	43	4167489	CR 191 (Munson Hwy) to SR 87N	Provide 4 Lanes of New Capacity for SR 87 Connector to NAS Whiting Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 93,426,716
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 25,915,871	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 214,881,448
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 59,606,504	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	City of Gulf Breeze (CRA) Pedestrian Bridge Overpass over US 98	137	26	4515721	New 4-mile Multi-Use Pathway to Commercial District and East Side of the City	FDOT Pedestrian Bridge Highway 98 Overpass	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	Complete	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	Ongoing	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 824,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 400,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 9,640,800
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 4,680,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Connecting the Collectors - Eglin AFB at Hurlburt Field	269	44	0	Navarre Community Access Road to Hurlburt Field	Provide new 2 Lane Capacity as Connecting the Collectors Roadway on Eglin AFB at Hurlburt Field	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ 4,000,000	33.29%	YOE 31-35	State	$ -	$ 5,480,000	$ -	$ -	$ 5,480,000	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 16,512,013
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 12,015,540	33.29%	-	All	**$ -**	**$ 5,480,000**	**$ -**	**$ -**	**$ 5,480,000**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 61,880,033
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 142,324,076
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 295 (Navy Blvd) [N and S segments] - Corridor Management. MIRR Project 5.5.2 Navy Blvd Improvements	407	45	0	SR 292 (Gulf Beach Hwy) to Bayou Grande Bridge / Duncan Road / NAS Entrance	Corridor Management Plan Implementation (Plan funded in FY24 and currently underway)	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ 350,000	100.00%	YOE 31-35	Local / Other	$ -	$ 479,500	$ -	$ -	$ 479,500	
							PD&E / NEPA - TOTAL	$ 350,000	100.00%	-	All	**$ -**	**$ 479,500**	**$ -**	**$ -**	**$ 479,500**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ 5,480,000	$ -	$ -	$ 5,480,000
Transit	$ -	$ -	$ -	$ -
Local	$ 479,500	$ -	$ -	$ 479,500

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	Regional Transportation Management Center (RTMC) [MIRR 5.7.7) [FY25-29 TIP]	602	-	4515241	Multiple to Multiple	Escambia / Santa Rosa Regional ITS	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 5,767,459	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ 5,767,459**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Gregory St - Connectivity to Legion Field Park via Gregory St	9	-	4499171	L St to G St	Connectivity to Legion Field Park via Gregory St	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 37,608	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 94,020	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 1,696,633	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 216,246	0.00%	-	All	**$ 1,696,633**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	W. Main St - Sidewalks, Multi-Use Path, Crosswalk/Intersection [FL-AL TPO FY25-29 TIP]	71	-	4409041	Barrancas Ave to Clubbs St	Sidewalks, Multi-Use Path, Crosswalk/Intersection	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 2,548,048	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 2,548,048	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ -	0.00%	-	All	**$ 2,548,048**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	N. Hayne Street (TA Project) [FL-AL TPO FY25-29 TIP]	76	-	4517241	E. Blount Street to E. Jordan Street	Multi-Use Path on North Hayne Street from East Blount Street to East Jordan Street.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 886,720	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 886,720	0.00%	-	All	**$ 886,720**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	N. Hayne Street at Hollice T. Williams Park (TA and LAP project) [FL-AL TPO FY25-29 TIP]	77	-	4517242	E. Cervantes Street to E. Blount Street	Multi-Use Path on North Hayne Street from East Cervantes Street to East Blount Street. Multi-Use Path in Hollice T. Williams Park - Phase II; LAP with City of Pensacola.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 918,634	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 918,634	0.00%	-	All	**$ 918,634**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	Great Northwest Trail Corridor (SUNTrail) Unfunded Gap 1 Gulf Breeze Pkwy	88	-	4554132	Hampton Inn to Gulf Islands National Seashore	Regional corridor connecting Okaloosa and Escambia counties largely along US 98 and E Bay Boulevard.	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 962,500	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 396,697	0.00%	-	All	**$ 962,500**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 2,042,992
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 991,744	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 4,698,882
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,281,010	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	E. Johnson Ave TPO Non-SIS Project Priorities #3. Sidewalks from W of Chemstrand Rd to E of Johnson Ave [FL-AL TPO FY25-29 TIP]	135	-	4466631	West of Chemstrand Road to Cody Lane / Johnson Avenue	Add Turn Lane(s) SR 10 (US 90) Davis Hwy at SR 10A (US 90) Scenic Hwy Intersection	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 1,403,000	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 1,613,450	0.00%	-	All	**$ 1,403,000**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 173 Blue Angel Pkwy From CR 292A Gulf Beach Hwy to SR 292 Sorrento Road. Bike Path/Trail (MIRR 5.5.5) [FL-AL TPO FY25-29 TIP]	136	-	4536051	CR 292A Gulf Beach Hwy to SR 292 Sorrento Road	TPO Florida Transportation Alternatives Project Priority #1. Bike/Path Trail on SR 173 (Blue Angel Parkway) from CR 292A (Gulf Beach Highway) to SR 292 (Sorrento Road).	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 880,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 2,231,078	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ 22,249	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,591,327	0.00%	-	All	**$ 2,253,327**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	SR 298 Lillian Highway Sidewalks from North 65th Ave to North 57th Ave [FL-AL TPO FY26-30 TIP]	139		4552511	North 65th Ave to North 57th Ave	Sidewalks	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 251,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 730,694	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 366,678	0.00%	-	All	**$ 730,694**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	SR 196 [Main Street / Bayfront Parkway] [SIS Project ID 3452] [FL-AL TPO FY26-30 TIP]	140		4534761	Tarragona St to 14th Avenue	Provide SUNTrail Path on Bayfront Parkway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ 7,484,170	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 8,606,795	0.00%	-	All	**$ 7,484,170**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	West Main Street Stormwater and Multi-Modal Design Project	400		4409041	Barrancas Avenue to S. Clubbs Street	Provide 2 Lanes Capacity with Sidewalk, Crosswalks, Drainage, Lighting, and Shared-Use Path within Existing Right-of-Way	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ 2,548,048	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,500,000	0.00%	-	All	**$ 2,548,048**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

2050 LRTP Cost Feasible Plan Status	Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
Partially Funded	US 98 (SR 30) [Gulf Breeze Parkway] at SR 399 [Pensacola Beach Rd] Overpass - Major Intersection Improvement	812		2204268	US 98 [Gulf Breeze Pkwy] at SR 399 Overpass to US 98 [Gulf Breeze Pkwy] at SR 399 Overpass	Provide Interchange Reconstruction	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ 2,310,000	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ 1,850,000	0.00%	-	All	**$ 2,310,000**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 7,622,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ 3,700,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 68,598,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ 33,300,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 87,653,000
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 42,550,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
Partially Funded	CR 184 Quintette Road at CR 95A Intersection	813		4553191	CR 95A to CR 95A	Intersection Reconfiguration to realign East and West Quintette Road at CR 95A	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
							PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
							ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
								$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
								$ -	0.00%		Local	$ 1,275,000	$ -	$ -	$ -	$ -	
							CST & CEI - TOTAL	$ 2,443,750	0.00%	-	All	**$ 1,275,000**	**$ -**	**$ -**	**$ -**	**$ -**	

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50	TOTAL
Federal	$ -	$ -	$ -	$ -
State	$ -	$ -	$ -	$ -
Transit	$ -	$ -	$ -	$ -
Local	$ -	$ -	$ -	$ -

SIS PDC [FL]

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 115,364,000	$ 28,260,000	$ 966,810,001
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 115,364,000	$ 28,260,000	$ 966,810,001

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) at SR 99 (Beulah Road) - New Interchange Major Intersection Improvement (Includes I-10 6-Lane Capacity from SR 99 to State Line)	806	1	4331131	Alabama State Line to East of EB Weigh Station	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ 280,666,564	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 280,666,564	0.00%	-	All	**$ 280,666,564**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5)	807	2	4379052	East of EB Weigh Station to East of SR 10 (US 90A) Nine Mile Road (includes interchange)	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 815,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ 163,295,982	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ 104,223,960	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 265,668,942	0.00%	-	All	**$ 267,519,942**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes SR 297 / Pine Forest Rd interchange at Exit 7) [SIS project ID 3574]	808	3	4379053	E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes interchange)	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ 21,233,000	100.00%	YOE 31-35	State	$ -	$ 21,233,000	$ -	$ -	$ 21,233,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 21,233,000	100.00%	-	All	**$ -**	**$ 21,233,000**	**$ -**	**$ -**	**$ 21,233,000**	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	$ -
							$ 254,205,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 254,205,000	$ 254,205,000	
							$	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 254,205,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 254,205,000**	**$ 254,205,000**	

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) at SR 297 [Pine Forest Road] - Major Intersection Improvement Exit 7 [SIS project ID 3574] and Interim WB Ramp Extension	809	3	4379054, 4545071	I-10 at SR 297 (Pine Forest Road) to I-10 at SR 297 (Pine Forest Road)	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%	YOE 31-35	State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	$ -	$ -	$ -	$ -	
							$ -	0.00%	YOE 41-45	State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF]	293	9	4210121	SR 292 (Gulf Beach Highway) / Sorrento Road to US 98	Provide 4 Lanes of Capacity on Blue Angel Parkway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 151,576,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 151,576,000	$ 151,576,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 151,576,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 151,576,000**	**$ 151,576,000**	
US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1)	291	15	2204265	Ortega Street to Okaloosa County Line	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 60,000	100.00%	YOE 36-40	State	$ -	$ -	$ 60,000	$ -	$ 60,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 60,000	100.00%	-	All	**$ -**	**$ -**	**$ 60,000**	**$ -**	**$ 60,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 43,343,367
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 43,343,367	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 50,348,356
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 50,348,356	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1)	290	14	2204266	Ramble Bay Lane to Ortega Street	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 13,750,000	100.00%	YOE 36-40	State	$ -	$ -	$ 13,750,000	$ -	$ 13,750,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 13,750,000	100.00%	-	All	**$ -**	**$ -**	**$ 13,750,000**	**$ -**	**$ 13,750,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 33,557,853
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 38,981,344
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1)	288	12	2204263	Portside Drive to Bergren Road	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,950,000	100.00%	YOE 36-40	State	$ -	$ -	$ 4,950,000	$ -	$ 4,950,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 4,950,000	100.00%	-	All	**$ -**	**$ -**	**$ 4,950,000**	**$ -**	**$ 4,950,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 11,000,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 11,000,000	$ 11,000,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 11,000,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 11,000,000**	**$ 11,000,000**	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 79,638,674
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 79,638,674	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1)	289	13	2204264	Bergren Road to Ramble Bay Lane	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,400,000	100.00%	YOE 36-40	State	$ -	$ -	$ 4,400,000	$ -	$ 4,400,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 4,400,000	100.00%	-	All	**$ -**	**$ -**	**$ 4,400,000**	**$ -**	**$ 4,400,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 54,398,549
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 54,398,549	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 63,190,233
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 63,190,233	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319]	282	-	4130624	SR 281 (Avalon Blvd) to Okaloosa County Line	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319]	283	5	4130626	E of SR 281 (Avalon Blvd) to East of Blackwater River	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 6,900,000	100.00%	YOE 31-35	State	$ -	$ 6,900,000	$ -	$ -	$ 6,900,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 6,900,000	100.00%	-	All	**$ -**	**$ 6,900,000**	**$ -**	**$ -**	**$ 6,900,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 2,100,000	100.00%	YOE 36-40	State	$ -	$ -	$ 2,100,000	$ -	$ 2,100,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 2,100,000	100.00%	-	All	**$ -**	**$ -**	**$ 2,100,000**	**$ -**	**$ 2,100,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 368,275,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 368,275,000	$ 368,275,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 368,275,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 368,275,000**	**$ 368,275,000**	
I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518]	284	6	4130627	East of Blackwater River to East of SR 87	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA* - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,300,000	100.00%	YOE 31-35	State	$ -	$ 4,300,000	$ -	$ -	$ 4,300,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting* - TOTAL	$ 4,300,000	100.00%	-	All	**$ -**	**$ 4,300,000**	**$ -**	**$ -**	**$ 4,300,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 3,000,000	100.00%	YOE 36-40	State	$ -	$ -	$ 3,000,000	$ -	$ 3,000,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 3,000,000	100.00%	-	All	**$ -**	**$ -**	**$ 3,000,000**	**$ -**	**$ 3,000,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 178,254,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 178,254,000	$ 178,254,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 178,254,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 178,254,000**	**$ 178,254,000**	

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (PDC)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS]	285	7	4130628	East of SR 87 to Miller Bluff Road	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA* - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 4,950,000	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting* - TOTAL	$ -	0.00%	-	All	**$ 4,950,000**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 2,600,000	100.00%	YOE 31-35	State	$ -	$ 2,600,000	$ -	$ -	$ 2,600,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 2,600,000	100.00%	-	All	**$ -**	**$ 2,600,000**	**$ -**	**$ -**	**$ 2,600,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 75,331,000	100.00%	YOE 31-35	State	$ -	$ 75,331,000	$ -	$ -	$ 75,331,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 75,331,000	100.00%	-	All	**$ -**	**$ 75,331,000**	**$ -**	**$ -**	**$ 75,331,000**	
I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS]	286	8	4130629	Miller Bluff Road to Okaloosa County Line	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 5,000,000	100.00%	YOE 31-35	State	$ -	$ 5,000,000	$ -	$ -	$ 5,000,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 5,000,000	100.00%	-	All	**$ -**	**$ 5,000,000**	**$ -**	**$ -**	**$ 5,000,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 6,900,000
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 6,900,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 90,000,000
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 90,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 (SR 30) [Gulf Breeze Pkwy] from Baybridge Dr to Bayshore Rd (Gulf Islands Natl Seashore Naval Live Oaks) - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3]	287	11	2204268	Baybridge Dr to Bayshore Road	Provide 6 Lanes Capacity on US 98 through Gulf Islands National Seashore	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 2,310,000	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ 2,100,000	0.00%	-	All	**$ 2,310,000**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 3,500,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 3,500,000	$ 3,500,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 3,500,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 3,500,000**	**$ 3,500,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 51,097,909
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 51,097,909	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 65,291,772
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 65,291,772	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

SIS YOE [FL]

Net Costs by Year of Expenditure and Funding Source (FL Only)

Funding Source	YoE 31-35	YoE 36-40	YoE 41-50
Federal	$ -	$ -	$ -
State	$ 158,048,680	$ 45,498,600	$ 1,991,628,602
Transit	$ -	$ -	$ -
Local	$ -	$ -	$ -
Total Costs	$ 158,048,680	$ 45,498,600	$ 1,991,628,602

Font Color
Federal
State
Transit
Local

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) at SR 99 (Beulah Road) - New Interchange Major Intersection Improvement (Includes I-10 6-Lane Capacity from SR 99 to State Line)	806	1	4331131	Alabama State Line to East of EB Weigh Station	Provide 6 Lanes of Capacity on I-10 and New Interchange at Beulah Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 280,666,564	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 280,666,564	0.00%	-	All	**$ 280,666,564**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of Weigh Station to E of SR 10 (US 90A) Nine Mile Road (includes US 90 / Nine Mile Road Major Intersection Improvement Exit 5)	807	2	4379052	East of EB Weigh Station to East of SR 10 (US 90A) Nine Mile Road (includes interchange)	Provide 6 Lanes of Capacity on I-10 and New Interchange at Nine Mile Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 815,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ 163,295,982	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ 104,223,960	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 265,668,942	0.00%	-	All	**$ 267,519,942**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes SR 297 / Pine Forest Rd interchange at Exit 7) [SIS project ID 3574]	808	3	4379053	E of SR 10 (US 90A) Nine Mile Road to W of SR 95 (US 29) (includes interchange)	Provide 6 Lanes of Capacity on I-10 and New Interchange at Pine Forest Road	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 21,233,000	100.00%	YOE 31-35	State	$ -	$ 29,089,210	$ -	$ -	$ 29,089,210	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 21,233,000	100.00%	-	All	**$ -**	**$ 29,089,210**	**$ -**	**$ -**	**$ 29,089,210**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 254,205,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 523,662,300	$ 523,662,300	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 254,205,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 523,662,300**	**$ 523,662,300**	

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) at SR 297 [Pine Forest Road] - Major Intersection Improvement Exit 7 [SIS project ID 3574] and Interim WB Ramp Extension	809	3	4379054, 4545071	I-10 at SR 297 (Pine Forest Road) to I-10 at SR 297 (Pine Forest Road)	Provide New Diverging Diamond Interchange at Pine Forest Rd and WB Ramp	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%	YOE 31-35	State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	$ -	$ -	$ -	$ -	
							$ -	0.00%	YOE 41-45	State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
SR 173 [S. Blue Angel Parkway] - Provide 4 Lanes of Capacity (MIRR 5.5.5) [SIS ID 3912] [MAF]	293	9	4210121	SR 292 (Gulf Beach Highway) / Sorrento Road to US 98	Provide 4 Lanes of Capacity on Blue Angel Parkway	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 151,576,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 312,246,560	$ 312,246,560	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 151,576,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 312,246,560**	**$ 312,246,560**	
US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3462] (MIRR 5.8.1)	291	15	2204265	Ortega Street to Okaloosa County Line	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 60,000	100.00%	YOE 36-40	State	$ -	$ -	$ 96,600	$ -	$ 96,600	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 60,000	100.00%	-	All	**$ -**	**$ -**	**$ 96,600**	**$ -**	**$ 96,600**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 89,287,336
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 43,343,367	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 103,717,613
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 50,348,356	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
US 98 [Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3564] (MIRR 5.8.1)	290	14	2204266	Ramble Bay Lane to Ortega Street	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 13,750,000	100.00%	YOE 36-40	State	$ -	$ -	$ 22,137,500	$ -	$ 22,137,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 13,750,000	100.00%	-	All	**$ -**	**$ -**	**$ 22,137,500**	**$ -**	**$ 22,137,500**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 69,129,177
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 80,301,569
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 [Gulf Breeze Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3490] (MIRR 5.8.1)	288	12	2204263	Portside Drive to Bergren Road	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,950,000	100.00%	YOE 36-40	State	$ -	$ -	$ 7,969,500	$ -	$ 7,969,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 4,950,000	100.00%	-	All	**$ -**	**$ -**	**$ 7,969,500**	**$ -**	**$ 7,969,500**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 11,000,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 22,660,000	$ 22,660,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 11,000,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 22,660,000**	**$ 22,660,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 164,055,669
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 79,638,674	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 [Gulf Breeze / Navarre Parkway] - Provide 6 Lanes of Capacity [SIS project ID 3461] (MIRR 5.8.1)	289	13	2204264	Bergren Road to Ramble Bay Lane	Provide 6 Lanes of Capacity on US 98	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,400,000	100.00%	YOE 36-40	State	$ -	$ -	$ 7,084,000	$ -	$ 7,084,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 4,400,000	100.00%	-	All	**$ -**	**$ -**	**$ 7,084,000**	**$ -**	**$ 7,084,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 112,061,010
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 54,398,549	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 130,171,880
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 63,190,233	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	

Total Costs	$ 136,046,660	$ 45,456,000	$ 1,991,626,602

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) from SR 281 (Avalon Blvd) to Okaloosa Co Line [SIS Project ID 3319]	282	-	4130624	SR 281 (Avalon Blvd) to Okaloosa County Line	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
I-10 (SR 8) from E of SR 281 (Avalon Blvd) to East of Blackwater River [SIS Project ID 3319]	283	5	4130626	E of SR 281 (Avalon Blvd) to East of Blackwater River	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 6,900,000	100.00%	YOE 31-35	State	$ -	$ 9,453,000	$ -	$ -	$ 9,453,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 6,900,000	100.00%	-	All	**$ -**	**$ 9,453,000**	**$ -**	**$ -**	**$ 9,453,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 2,100,000	100.00%	YOE 36-40	State	$ -	$ -	$ 3,381,000	$ -	$ 3,381,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 2,100,000	100.00%	-	All	**$ -**	**$ -**	**$ 3,381,000**	**$ -**	**$ 3,381,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 368,275,000	100.00%	YOE 46-50	State	$ -	$ -	$ -	$ 758,646,500	$ 758,646,500	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 368,275,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 758,646,500**	**$ 758,646,500**	
I-10 (SR 8) from East of Blackwater River to East of SR 87 [SIS Project ID 3518]	284	6	4130627	East of Blackwater River to East of SR 87	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA* - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 4,300,000	100.00%	YOE 31-35	State	$ -	$ 5,891,000	$ -	$ -	$ 5,891,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting* - TOTAL	$ 4,300,000	100.00%	-	All	**$ -**	**$ 5,891,000**	**$ -**	**$ -**	**$ 5,891,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 3,000,000	100.00%	YOE 36-40	State	$ -	$ -	$ 4,830,000	$ -	$ 4,830,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 3,000,000	100.00%	-	All	**$ -**	**$ -**	**$ 4,830,000**	**$ -**	**$ 4,830,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 178,254,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 367,203,240	$ 367,203,240	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 178,254,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 367,203,240**	**$ 367,203,240**	

Project	Needs Plan ID	CFP Map ID	FPID	Limits	Improvement	2050 LRTP Project Phases	2050 LRTP Project Cost (YoE)	2050 LRTP Funding Allocation	2050 LRTP Funding YOE	2050 LRTP Funding Source	TIP FY 26-30	Year of Expenditure (YOE) 2031 - 2035	Year of Expenditure (YOE) 2036 - 2040	Year of Expenditure (YOE) 2041 - 2050	Total 2050 LRTP (20 Years)	Beyond 2050
I-10 (SR 8) from East of SR 87 to Miller Bluff Road [SIS]	285	7	4130628	East of SR 87 to Miller Bluff Road	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA* - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting*	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 4,950,000	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting* - TOTAL	$ -	0.00%	-	All	**$ 4,950,000**	**$ -**	**$ -**	**$ -**	**$ -**	
						ROW	$	0.00%		Federal	$ -	$ -	$ -	$ -	$	
							$ 2,600,000	100.00%	YOE 31-35	State	$ -	$ 3,562,000	$ -	$ -	$ 3,562,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 2,600,000	100.00%	-	All	**$ -**	**$ 3,562,000**	**$ -**	**$ -**	**$ 3,562,000**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ 75,331,000	100.00%	YOE 31-35	State	$ -	$ 103,203,470	$ -	$ -	$ 103,203,470	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 75,331,000	100.00%	-	All	**$ -**	**$ 103,203,470**	**$ -**	**$ -**	**$ 103,203,470**	
I-10 (SR 8) from Miller Bluff Road to Okaloosa County Line [SIS]	286	8	4130629	Miller Bluff Road to Okaloosa County Line	Provide 6 Lanes of Capacity on I-10	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ -	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 5,000,000	100.00%	YOE 31-35	State	$ -	$ 6,850,000	$ -	$ -	$ 6,850,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 5,000,000	100.00%	-	All	**$ -**	**$ 6,850,000**	**$ -**	**$ -**	**$ 6,850,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 14,214,000
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 6,900,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 185,400,000
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 90,000,000	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
US 98 (SR 30) [Gulf Breeze Pkwy] from Baybridge Dr to Bayshore Rd (Gulf Islands Natl Seashore Naval Live Oaks) - Provide 6 Lanes Capacity [SIS Project ID 3916 as modified by D3]	287	11	2204268	Baybridge Dr to Bayshore Road	Provide 6 Lanes Capacity on US 98 through Gulf Islands National Seashore	PD&E / NEPA	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ 2,310,000	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local / Other	$ -	$ -	$ -	$ -	$ -	
						PD&E / NEPA - TOTAL	$ 2,100,000	0.00%	-	All	**$ 2,310,000**	**$ -**	**$ -**	**$ -**	**$ -**	
						PE & Permitting	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ 3,500,000	100.00%	YOE 41-45	State	$ -	$ -	$ -	$ 7,210,000	$ 7,210,000	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ -
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						PE & Permitting - TOTAL	$ 3,500,000	100.00%	-	All	**$ -**	**$ -**	**$ -**	**$ 7,210,000**	**$ 7,210,000**	
						ROW	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 105,261,692
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						ROW - TOTAL	$ 51,097,909	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	
						CST & CEI	$ -	0.00%		Federal	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		State	$ -	$ -	$ -	$ -	$ -	
							$ -	0.00%		Transit	$ -	$ -	$ -	$ -	$ -	$ 134,501,051
							$ -	0.00%		Local	$ -	$ -	$ -	$ -	$ -	
						CST & CEI - TOTAL	$ 65,291,772	0.00%	-	All	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	