FY 2028 - FY 2032 Florida-Alabama TPO Project Priorities

Prepared for

Florida Department of Transportation, District Three
Alabama Department of Transportation

Prepared by

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

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Florida-Alabama Transportation Planning Organization

FY 2028 - FY2032 Project Priorities Document

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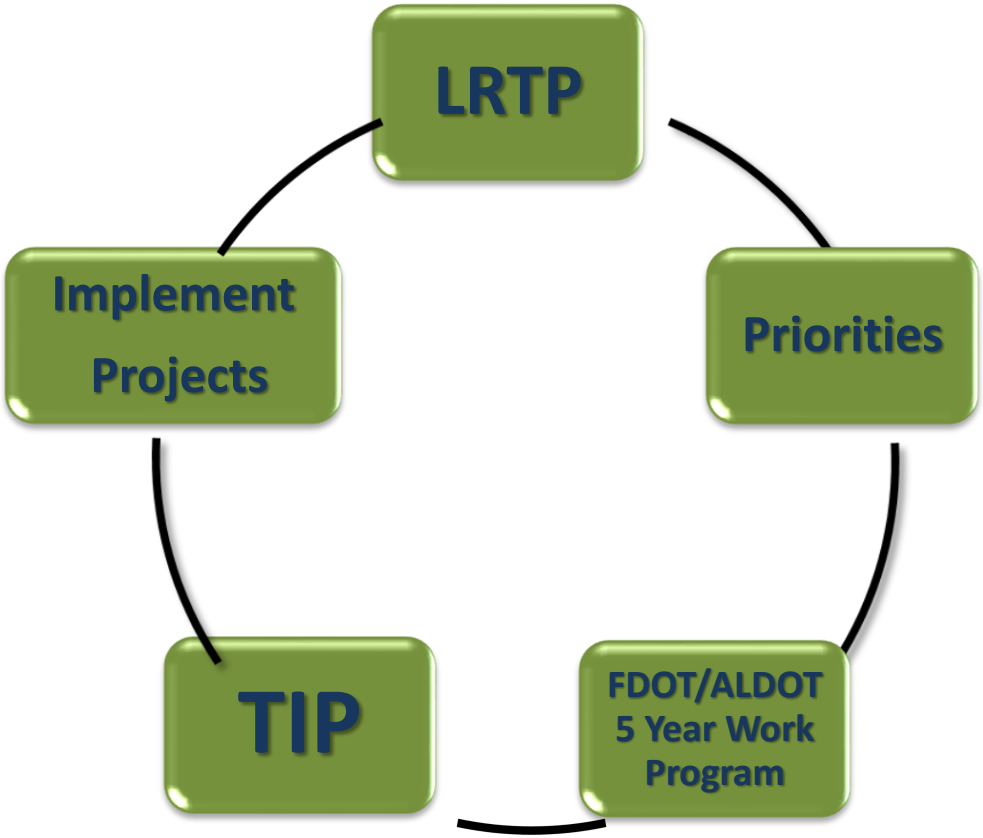
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INTRODUCTION

The Florida-Alabama Transportation Planning Organization (TPO), staffed by the Emerald Coast Regional Council, is tasked with developing Project Priorities. Project Priorities, which are essentially the Cost Feasible Plan element of the Long Range Transportation Plan (LRTP), are usually approved in May each year and are due to the State Departments of Transportation by August 1st. The adopted Project Priorities are used by the State Departments of Transportation to develop a five-year Work Program. This five-year Work Program is then used by the TPO to develop its five-year Transportation Improvement Program (TIP). The TIP is also adopted by the TPO at its May meeting each year. The chart below explains the process identified above.



The projects listed in this Project Priorities document are identified by the following tables:

- Capacity Projects (Tables 1-3).
- Transportation System Management Projects (Table 4).
- Transportation Alternatives Program Projects (Table 5).
- Alabama Alternative Mode Projects (Table 6).
- Public Transportation Related Projects (Tables 7-8).
- Aviation Projects (Tables 9-10).
- Port Projects (Table 11).
- SUN Trail Projects (Table 12).

METHODOLOGY

- Capacity projects are based on the 2050 LRTP. Completed projects are removed from the list, projects that are scheduled for construction in the first three years are moved to the committed list, and new projects are placed at the end of the priorities list and ranked by cost of the funding set asides and construction projects. The capacity priority project in Alabama is fully funded.
- Transportation System Management Projects are ranked based on TPO approved criteria. Projects were provided by the Florida Department of Transportation.
- Transportation Alternatives Program Projects are ranked based on TPO approved criteria.
- The Alternative Modes Projects are for the Alabama portion of the TPO.
- Public Transportation Related Projects are listed by potential grants and are furnished by the TPO's Public Transportation Staff in consultation with the region's public transportation providers
- Aviation Project Priorities are furnished by the Pensacola International Airport and Peter Prince Field/Santa Rosa County staff.
- Port Project Priorities are provided by the Port of Pensacola.
- SUN Trail Project Priorities were submitted by the City of Pensacola and the City of Gulf Breeze and are ranked based upon TPO approved criteria.

The Capacity, Transportation System Management, Transportation Alternatives Program, and SUN Trail Projects have separate Evaluation Criteria to rank projects. The Evaluation Criteria for these four categories are listed in Appendix B. However, **the TPO has the final decision on how the Project Priorities are ranked.**

PUBLIC INVOLVEMENT

Public Outreach for the FY 2028-2032 Project Priorities took place from April 1, 2026 — May 1, 2026, and a Public Outreach Summary is included in Appendix C. In addition, two TPO and Advisory Committee workshops (March 11 and April 8, 2026) and three public workshops (April 7 and 8, 2026) were part of the development of the FY 2028-2032 Project Priorities. Each of the workshops were advertised in the Florida-Administrative Register. An e-mail notice was also sent to the TPO and Advisory Committee Members. News releases were distributed to media outlets and meeting information was promoted through social media sites. Flyers were created and emailed to members of the TPO and advisory committees.

Comments from the public involvement opportunities were identified in the TPO and Advisory Committee Members May agenda enclosure. A Public Forum was also held at the TPO meeting in May. Three comments on Project Priorities were made during the Public Forum regarding US 90 in Santa Rosa County. The TPO voted to adopt the priorities with changes listed below based on their discussion of the priorities. The comments from the public involvement opportunities are included in Appendix C. The Project Priorities Tables from drafts through adoption were posted on the web site for review and comment. The Project Priorities schedule was reviewed at the February TPO Meeting, and the Project Priorities were approved at the May TPO Meeting (see Resolution FL-AL 26-07 in Appendix D) with the following changes:

Table 1 – Non-SIS

- Table1 Non-SIS Priority 1A Funding Sought added $5.2 Million in FY 29, FY 30, and FY 31 in addition to FY 32.
- Table 1 Non-SIS Priority 1B Requested amount in 2028 changed to $500,000 instead of $1,200,000.
- Table 1 Non-SIS Priority 2 Project Strategy changed to Studies Identified in the UPWP instead of TBD.
- Table 1 Non-SIS Priority 4 Nine Mile Road from Mobile Highway to Pine Forest Road moved to Non-SIS Priority 6.
- Table 1 Non-SIS Priority 6 US 29 Connector from Nine Mile Road to Muscogee Road moved to Non-SIS Priority 7.
- Table 1 Non-SIS Priority 7 US 90 from SR 87N Stewart Street to CR 89 Ward Basin Road moved to Non-SIS Priority 4.
- Table 1 Non-SIS Priority 25. US 98 Multimodal Overpass in Gulf Breeze. The priority changed to Construction per Gulf Breeze's request.

Table 2 – SIS

- Table 2 SIS Priorities 14-17. Blue Angel Parkway from US 98 to Pine Forest Road. The priorities changed to 4-lanes instead of 6-lanes.

Table 4 – TSM

- Table 4 New TSM Priority 4 Palafox at Garden. Signal upgrades, curb extensions, removal of southbound right turn lane.
- Table 4 New TSM Priority 5 A at Garden. Protected WB to SB left turn due to limited visibility and geometry of intersection.
- Table 4 New TSM Priority 6 9th at Blount. Traffic Signal upgrades including cabinet, mast arms, pedestrian signals, ADA and safety upgrades.
- Table 4 New TSM Priority 7 9th and Jordan. Traffic Signal upgrades including cabinet, mast arms, and safety upgrades.

Table 1 - FY 28-32 Non Strategic Intermodal System (Non-SIS) Project Priorities - Florida

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
1A	**Regional ITS Plan Projects**		Phase	2027	2028	2029	2030	2031	Fiber Optic Technology	ESC./SRC.	N/A	*$5.2M in FY 29 *$5.2M in FY 30 *$5.2M in FY 31 *$5.2M in FY32
	Fiber Optic Technology (SR. Co.)	4515423	CST		$3,344,597							
	Fiber Optic Technology Phase I (Esc. Co.)	4576551	PE			$1,100,000						
	Fiber Optic Technology Phase I (Esc. Co.)	4576551	CST				$7,887,800					
	Fiber Optic Technology Phase II (Esc. Co.)	4576552	PE			$1,100,000						
	Fiber Optic Technology Phase II (Esc. Co.)	4576552	CST					$6,616,500				
	Fiber Optic Technology Phase III (Esc. Co.)	4576553	PE			$1,100,000						
	Fiber Optic Technology Phase I (SR. Co.)	4576561	PE			$2,200,000						
	Fiber Optic Technology Phase I (SR. Co.)	4576561	CST					$15,733,000				
1B	**ATMS Operations**	4125452	Phase	2027	2028	2029	2030	2031	ATMC Operations	ESC./SRC.	N/A	$1,200,000 in FY 32
			OPS	$1,500,000	$500,000	$500,000	$500,000	$500,000				
		Requested	OPS		*$500,000*	*$1,200,000*	*$1,200,000*	*$1,200,000*				
2	**Other Transportation Needs**	UPWP	Phase	2027	2028	2029	2030	2031	Studies Identified in the UPWP	ESC./SRC.	N/A	$300,000 Annually
	Transportation Plans/Studies			$250,000								
3	**Pine Forest Road**	4410562	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes	ESC.	N/A	ROW
	CR 297A to I-10	4410563										
4	**US 90**	4409152	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (CST not in 2050 CFP)	SRC.	1.584	ROW
	SR 87N Stewart St. to CR 89/Ward Basin Rd.											
5	**Sorrento Road**	4210114	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (ROW and CST not in 2050 CFP)	ESC.	5.116	ROW
	Innerarity Point Road to Blue Angel Parkway	4210115										
6	**Nine Mile Road**	2186055	Phase	2027	2028	2029	2030	2031	Capacity and Navy Federal Credit Union Improvements/Pedestrian Overpass at Beulah Middle School (CST not in 2050 CFP)	ESC.	5.8	PD&E Re-Evaluation
	Mobile Highway to Pine Forest Road	2185192										
7	**US 29 Connector**	4331134	Phase	2027	2028	2029	2030	2031	Widen/New 4 Lane Facility (ROW and CST not in 2050 CFP)	ESC.	N/A	PE
	Nine Mile Road to Muscogee Road	4331136										
8	**US 90**	4409151	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (CST not in 2050 CFP)	SRC.	1.423	ROW
	Glover Lane/Old US 90 to SR 87N Stewart St.											
9	**US 90**	4409153	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (CST not in 2050 CFP)	SRC.	3.134	ROW
	CR 89/Ward Basin Rd. to SR 87S											
10	**Davis Highway and Dr. Martin Luther King, Jr. Drive/Alcaniz Street**	NA	Phase	2026	2027	2028	2029	2030	Two-Way Conversion (ROW and CST not in 2050 CFP)	ESC.	4.99	PE
	Wright Street to Fairfield Drive											
11	**US 90**	2204365	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (ROW and CST not in 2050 CFP)	SRC.	1.33	PE
	Escambia Co. Line to Simpson River Bridge											
12	**US 90**	2204366	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (ROW and CST not in 2050 CFP)	SRC.	2.23	PE
	Simpson River Bridge to Third Avenue											
13	**US 90**	2204367	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (ROW and CST not in 2050 CFP)	SRC.	3.68	PE
	Third Avenue to CR 197 (Bell Lane)											
14	**US 90**	2204368	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (ROW and CST not in 2050 CFP)	SRC.	3.21	PE
	CR 197(Bell Lane) to Glover Lane											

Table 1 - FY 28-32 Non Strategic Intermodal System (Non-SIS) Project Priorities - Florida

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
15	**Gulf Beach Highway** Fairfield Drive to Navy Boulevard	2184932	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (ROW and CST not in 2050 CFP)	ESC.	1.892	PE
16	**Sorrento Road/Gulf Beach Highway** Blue Angel Parkway to Fairfield Drive	2184933	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (ROW and CST not in 2050 CFP)	ESC.	3.324	PE
17	**Burgess Road** US 29 to Hilburn Road	2184291	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (CST not in 2050 CFP)	ESC.	1.912	CST (Temporary Construction Easements will need to be purchased)
18	**Fairfield Drive** Mobile Highway to Lillian Highway	NA	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (ROW and CST not in 2050 CFP)	ESC.	4.2	PD&E
19	**US 90** Scenic Highway to Santa Rosa County Line	2204362	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (ROW and CST not in 2050 CFP)	ESC.	0.813	PE
20	**Navarre Community Access Road** Edgewood Drive to Whispering Pines Road	4369021	Phase	2027	2028	2029	2030	2031	Construct 2 Lane Connectivity (PE, ROW, & CST not in 2050 CFP)	SRC.	7.6	PE
21	**Langley Av./Tippin Av./9th Av.**	2186202	Phase	2027	2028	2029	2030	2031	Major Intersection Improvement (ROW and CST not in 2050 CFP)	ESC.	1.069	PD&E
22	**US 90 (W. Cervantes Street)** Dominguez Street to A Street	NA	Phase	2027	2028	2029	2030	2031	Road Diet (No ROW Needed) (CST not in 2050 CFP)	ESC.	2.25	PE
23	**SR 87A New Connector** US 90 to CR 191 (Munson Highway)	4167488	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (ROW and CST not in 2050 CFP)	SRC.	3.3	ROW
24	**SR 87A New Connector** CR 191 (Munson Highway) to SR 87N	4167489	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes (ROW and CST not in 2050 CFP)	SRC.	4.11	ROW
25	**US 98 Multimodal Overpass** Gulf Breeze	4515721	Phase	2027	2028	2029	2030	2031	Multimodal Overpass (ROW and CST not in 2050 CFP)	SRC.	0.031	CST
26	**US 98 (Navarre Parkway)** SR 87 to Okaloosa County Line	NA	Phase	2027	2028	2029	2030	2031	Safety Implementation Plan Study	SRC.	4.42	$150,000
27	**US 90 (E and W. Cervantes Street)** Massachusetts Avenue to Hyde Park Road	NA	Phase	2027	2028	2029	2030	2031	Safety Implementation Plan Study	ESC.	8.34	$150,000
28	**SR 295 (South Navy Boulevard)** Barrancas Av. to Sam A. Lovelace Bridge NAS Pen	NA	Phase	2027	2028	2029	2030	2031	Corridor Improvement and Lane Elimination (PE, ROW, & CST not in 2050 CFP)	ESC.	1.25	PE
29	**Connecting the Collectors** Navarre Community Access Road to West 98 Collector	NA	Phase	2027	2028	2029	2030	2031	Construct 2 Lane Connectivity (PE, ROW, & CST not in 2050 CFP)	SRC. / OK.	5.12	PE

Table 1 - FY 28-32 Non Strategic Intermodal System (Non-SIS) Project Priorities - Florida

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding					Project/Strategy	County	Length (miles)	Funding Sought

ABBREVIATIONS:

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction
SIS - Strategic Intermodal System (FDOT roadway designation)
DSB - Design Build
ENV - Environmental

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

Main Street	4409041	Phase	2027	2028	2029	2030	2031	Sidewalks	ESC.	0.785	Fully Funded
Barrancas Avenue to Clubbs Street		CST	$2,548,048								

Table 2 - FY 28-32 Strategic Intermodal System (SIS) Project Priorities - Florida

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
1	**I-10** E. of EB Weigh Station to E. of Nine Mile Rd.	4379052	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (includes reconstructing interchange at Nine Mile Road as Diverging Diamond Interchange)	ESC.	3.385	Additonal ROW and CST if needed
			CST				$200,532,939					
			ENV				$200,000					
			RR				$1,600,000					
			ROW	$8,150,000								
2	**I-10** E of Nine Mile Road to W.of SR 95 (US 29)	4379053	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (includes reconstructing interchange at Pine Forest Road as Diverging Diamond Interchange)	ESC.	4.786	ROW
3	**Blue Angel Parkway** Sorrento Road to US 98	4210121	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes	ESC.	3.239	CST
4	**US 98** East of Ortega Street to Okaloosa Co. Line	2204265	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes	SRC.	3.435	ROW
5	**US 98** E. of Ramble Bay Lane to E. of Ortega Street	2204266	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes	SRC.	2.428	PE
6	**US 98** Portside Drive to Bergren Road	2204263	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes	SRC.	5.473	ROW
7	**US 98** Bergren Road to East of Ramble Bay Lane	2204264	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes	SRC.	4.578	PE
8	**I-10** Avalon Boulevard to Blackwater River	4130626	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (includes interchange improvements at SR 281 and S. Garcon Point Rd)	SRC.	6.34	PE
9	**I-10** Blackwater River to SR 87	4130627	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (includes interchange improvements at CR 89 and SR 87)	SRC.	3.83	PE
10	**I-10** SR 87 to Miller Bluff Road	4130628	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes	SRC.	5.284	CST
			PE	$5,850,000								
			ROW				$1,598,800	$1,000,000				
11	**I-10** Miller Bluff Road to Okaloosa Co. Line	4130629	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes	SRC.	5.515	PE
12	**US 98** W of BayBridge Drive to E of BayShore Road	2204268	Phase	2027	2028	2029	2030	2031	Interchange	SRC.	4.61	PE
			PD&E	$2,310,000								
13	**Pine Forest Road** I-10 to Pine Forest Drive	4410562	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes	ESC.	0.48	ROW
14	**Blue Angel Parkway** US 98 to Kennedy Drivie	4210124	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes	ESC.	2.327	PE
15	**Blue Angel Parkway** Kennedy Drive to CR 296 (Saufley Field Dr.)	4210125	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes	ESC.	1.995	PE
16	**Blue Angel Parkway** CR 296 (Saufley Field Dr.) to SR 10 (US 90)	4210126	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes	ESC.	2.075	PE

Table 2 - FY 28-32 Strategic Intermodal System (SIS) Project Priorities - Florida

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
17	**Blue Angel Parkway** SR 10 (US 90) to SR 297 (Pine Forest Road)	4210127	Phase	2027	2028	2029	2030	2031	Widen to 4 Lanes	ESC.	0.703	PE

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction
SIS - Strategic Intermodal System (FDOT roadway designation)
DSB - Design Build
ENV - Environmental
RR - Railroad
UT - Utilities

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

I-10/US 29 Interchange	2224761	Phase	2027	2028	2029	2030	2031	Interchange	ESC.	5.816	Fully Funded
		RR and UT	$1,812,052	$1,812,052							
I-10 from State Line to E. of EB Weigh Station	4331131	Phase	2027	2028	2029	2030	2031	Widen to 6 Lanes (includes reconstructing interchange at I-10 and Beulah	ESC.	3.087	Fully Funded
		CST	$211,676,595								
		ENV	$3,158,000								
		RR and UT	$2,600,000								

Table 3 - FY 28-32 Capacity Project Priorities - Alabama

Priority Rank	Project Name/Limits	ALDOT CPMS#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
1	**SR 180 (Canal Road)** SR 59 to Beaver Creek Lane	100078233	Phase	2027	2028	2029	2030	2031	5 Lane Divided (CST not fully funded in the 2050 LRTP)	BAL	4	PE

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
UT - Utility
CST - Construction

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

Project Name/Limits	CPMS#	Phase	2027	2028	2029	2030	2031				
SR 180 (Canal Road Bypass) Option A SR 180 (Canal Rd.) to SR 161 (Orange Beach Blvd.)	100075086	CST	$9,365,436					Major Intersecton Improvement - New Bypass Alignment	BAL.	0.4	Fully Funded
	100075085	UT	$1,102,104								
	100075084	ROW	$3,090,903								

Table 4 - FY 28-32 Transportation System Management (TSM) Project Priorities

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
1	3	SR 173 (Blue Angel) (ESC)	Grand Bahama	Construct Traffic Signal	NA	NA
	FDOT Comments: Design Complete; Need Construction. ID 220918-2					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
2	6	SR 10A Mobile Hwy (ESC)	SR 297 Pine Forest Road/ Escambia County Fairground (from Bellview Ave to Godwin Ln)	Traffic Signal upgrades, turn lane geomery and extensions, access mangement, pedestrian	NA	NA
	FDOT Comments: Need Design, RW and Construction.					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
3	5	SR 10 (US 90A) (9 Mile) (ESC)	Pine Cone Drive	Traffic Signal, WBRT	NA	NA
	FDOT Comments: Need Design and Construction (RW determination underway). ID 456371-1					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
4	0	Palafox (ESC)	West Garden Strreet	Signal upgrades, curb extensions, removal of SBRT.	NA	NA
	FDOT Comments: NA					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
5	0	North A Street (ESC)	West Garden Street	Protected WB to SB left turn due to limited visibility and geometry of intersection.	NA	NA
	FDOT Comments: NA					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
6	0	North 9th Avenue (ESC)	East Blount Street	Traffic Signal upgrades including cabinet, mast arms, pedestrian signals, ADA and safety upgrades.	NA	NA
	FDOT Comments: NA					
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
7	0	North 9th Avenue (ESC)	East Jordan Street	Traffic Signal upgrades including cabinet, mast arms, and safety upgrades.	NA	NA
	FDOT Comments: NA					

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

SR10 (US 90) Davis Highway at SR 10A (US 90) Scenic Hwy.	4509831	Phase	2027	2028	2029	2030	2031	Turn Lanes	ESC.	0.406
		CST	$3,454,328							
SR 99 at Frank Reeder Road	4563721	Phase	2027	2028	2029	2030	2031	NBLT/SBLT, NBRT EXT	ESC	0.104
		CST		$826,157						

Table 5 - FY 28-32 Transportation Alternatives (TA) Project Priorities

Priority	FDOT WPI#	Project	Limits	Description	Phases
1	4573571	North J Street (Pensacola)	Garden Street to W Brainerd Street	Sidewalk	Preliminary Engineering Funded FY 2028/ Construction Funded FY 2030
2	NA	East Maxwell Street (Pensacola)	North Palafox Street to North Hayne Street	Multi-Use Path	Preliminary Engineering/ Design, Construction, CEI, Other $622,927
~~3~~	~~NA~~	West Jackson Street (Pensacola)	North E Street to North A Street	Sidewalk	Preliminary Engineering/ Design, Construction, CEI, $750,939
~~4~~	~~NA~~	Fort Pickens Road/Pensacola Beach Boulevard (Escambia County)	Warrington Bank to Pensacola Beach Toll Booth	Shared Use Path, Safety, and ADA Improvements	Preliminary Engineering, Constuction, CEI $408,357

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction

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FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

East Maxwell Street North 12th Avenue to North Hayne Street	4552411	Phase CST	2027	2028	2029 $506,794	2030	2031	Sidewalks	ESC.	0.626
SR 298 (Lillian Highway) North 65th Avenue to North 57th Avenue	4552511	Phase CST	2027	2028 $823,274	2029	2030	2031	Sidewalks	ESC.	0.547
SR 173 (Blue Angel Parkway) CR 292A (Gulf Beach Hwy) to SR 292 (Sorrento)	4536051	Phase CST	2027 $2,504,455	2028	2029	2030	2031	Bike/Path/Trail	ESC.	1.619

Table 6: FY 28-32 Alternative Modes Project Priorities - Alabama

Priority Rank	Project Name/Limits	ALDOT CPMS#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
			Phase	2027	2028	2029	2030	2031				
	Currently No Alternative Mode Project Priorities for Alabama											

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
UT - Utility
CST - Construction

FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

			Phase	2027	2028	2029	2030	2031				

Table 7: FY 28 - 32 Escambia County Public Transportation Priorities Listed by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031	Proposed FY 32 2031-2032
NA	TD – Escambia Trip & Equip Local Funds	90% 10%	Paratransit Services- Provide non-sponsored trips to transportation disadvantaged	901,295 100,143	901,295 100,143	901,295 100,143	901,295 100,143	901,295 100,143
NA	TD – Escambia Planning	100%	For planning agency to provide trans disadvantaged planning related service	30,263	30,263	30,263	30,263	30,263
NA	FTA 5305 Toll Revenue Credit	80% 20%	FL-AL TPO Planning grant funds	169,805 42,451	169,805 42,451	169,805 42,451	169,805 42,451	169,805 42,451
429262-1[1]	FTA 5307 Toll Revenue Credit	80% 20%	Fixed Route and Paratransit Services- Capital - Americans with Disabilities Act trips, Preventive Maintenance and Security	2,800,000 700,000	2,800,000 700,000	2,800,000 700,000	2,800,000 700,000	2,800,000 700,000
430995-3	FTA 5307 Local Funds	50% 50%	Fixed Route Services- Operating Assistance	3,200,000 3,200,000	3,200,000 3,200,000	3,200,000 3,200,000	3,200,000 3,200,000	3,200,000 3,200,000
430995-4	FTA 5339 Toll Revenue Credit	80% 20%	Fixed Route Services- Capital - bus and bus related facilities	450,000 112,500	450,000 112,500	450,000 112,500	450,000 112,500	450,000 112,500

[1] *This does not include any 5307 Federal Funds that are apportioned for Alabama- Baldwin Regional Area Transit System.*
As of FY 2022 Baldwin County is a direct recipient of 5307 funding and applies independently for their portion of the Florida-Alabama UZA. Baldwin County funds are listed on the last row on page 10.

Table 7: FY 28 - 32 Escambia County Public Transportation Priorities Listed by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031	Proposed FY 32 2031-2032
Project Added to Priority List FY22	FTA 5339 (c) Toll Revenue Credit	85% 15%	5339 (c) Low or No Emission Vehicle Program Capital – Hybrid buses	3,634,841 641,450	3,634,841 641,450	3,634,841 641,450	3,634,841 641,450	
Project Added to Priority List FY22	FTA 5339 (c) Toll Revenue Credit	90% 10%	5339 (c) Low or No Emission Vehicle Program Capital – Hybrid bus related facilities	554,457 111,111	554,458 111,111	554,456	554,456 111,111	
Project Added to Priority List FY24	FTA 5339 (c) Toll Revenue Credit	80% 20%	5339 Competitive Capital Grant for Buses and Bus Facilities Program – Modifications and additions to New Bus Facility.	3,000,000 600,000	3,000,000 600,000	3,000,000 600,000	3,000,000 600,000	
430995	FTA 5310 State Local Funds	80% 10% 10%	Paratransit Services- Capital - Enhanced Mobility of Seniors and Individuals with Disabilities	412,008 51,500 51,504	412,008 51,500 51,504	412,008 51,500 51,504	412,008 51,500 51,504	412,008 51,500 51,504
422257-1	FDOT Block Grant Local Funds	50% 50%	Fixed Route Services- Operating Assistance - Block Grant	1,101,007 1,101,007	1,101,007 1,101,007	1,101,007 1,101,007	1,101,007 1,101,007	1,101,007 1,101,007
421368-3	FDOT 5311 Local Funds	50% 50%	Fixed Route and Paratransit Services- Operating - Rural Assistance	264,946 264,946	264,946 264,946	264,946 264,946	264,946 264,946	264,946 264,946
422260-1	FDOT	100%	Fixed Route Services- Urban Corridor Competitive	150,957	150,957	150,957	150,957	150,957

Escambia County Area Transit was awarded 2020 FTA 5307 CARES Act Funding in the amount of $10,137,924. The funds were allocated for Fiscal Years 19/20-21/22. Grant funds will be used to support operations due to the loss of revenue caused from loss of ridership and fare suspension throughout the COVID pandemic. Escambia County was awarded 2020 FDOT 5311 CARES ACT Funds for $541,960 for Rural Assistance for FY 20/21- FY 22/23. Escambia County Area Transit was awarded 2022 FTA 5307 ARP Act Funding in the amount of $6,594,653. The funds were allocated for Fiscal Years 22/23-23/24. Grant funds will be used to support operations due to the loss of revenue caused from loss of ridership throughout the COVID pandemic.

Table 7: FY 28 - 32 Escambia County Public Transportation Priorities Listed by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031	Proposed FY 32 2031-2032
N/A	2020 FDOT 5311 CARES ACT	100%	Fixed Route and Paratransit Services- Operating - Rural Assistance	0	0	0	0	0
N /A	2020 FTA 5307 CARES ACT	100%	Fixed Route Services- Operating Assistance	0	0	0	0	0
N/A	2020 FTA 5307 CARES ACT	100%	Fixed Route and Paratransit Services- Capital - Americans with Disabilities Act trips, PPE/COVID- related Supplies,	0	0	0	0	0
N/A	2022 FTA 5307 ARP Act	100%	Fixed Route Services- Operating Assistance	0	0	0	0	0
N/A	2022 FTA 5307 ARP Act	100%	Fixed Route and Paratransit Services- Capital - Americans with Disabilities Act trips, PPE/COVID- related Supplies, Preventive Maintenance and Security	0	0	0	0	0
NA	FTA 5307 Local Funds (Baldwin County)	80% 20%	Demand Response Rolling Stock	160,000 40,000	0 0	160,000 40,000	160,000 40,000	160,000 40,000

Table 8: FY 28 - 32 Santa Rosa County Public Transportation Priorities Listed by Grant

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031	Proposed FY 32 2031-2032
NA	TD – Santa Rosa Trip & Equip Local Funds	90% 10%	Provide non sponsored trips and/or capital equipment to the trans disadvantaged	500,949 55,661	500,949 55,661	500,949 55,561	500,949 55,561	500,949 55,561
NA	TD – Santa Rosa Planning	100%	For planning agency to provide trans disadvantaged planning related service	27,259	27,259	27,259	27,259	27,259
454226-3	FTA 5339 State	80% 20%	Capital – Buses and Bus Facilities Grants Program	100,000 25,000	141,002 32,250	141,002 32,250	141,002 32,250	141,002 32,250
421372-4	FDOT 5311 Local Funds	50% 50%	Operating – Rural Assistance	92,500 92,500	92,500 92,500	92,500 92,500	92,500 92,500	92,500 92,500

Table 9: FY 28 - 32 Pensacola International Airport Aviation Project Priorities

2028

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	TBD	Passenger Terminal Expansion - Construction	48,499,700	9,000,000	-	57,499,700
2	TBD	Passenger Boarding Bridges B1-B5	6,375,000	1,500,000	-	7,875,000
3	TBD	Parking Expansion (Long Term Lot) - Construction	2,500,000	2,500,000	-	5,000,000
4	454950-2	Taxiway B Rehabilitation - Design	80,000	80,000	1,440,000	1,600,000
5	TBD	Interior Circulation Roadway Reconfiguration (SIS)	2,605,000	2,605,000	-	5,210,000
6	TBD	Landside - Surface Lot South Rehabilitation	425,000	425,000	-	850,000
		FY 28 Total	60,484,700	16,110,000	1,440,000	78,034,700

2029

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	TBD	Taxiway B Rehabilitation - Construction	791,500	791,500	14,247,000	15,830,000
2	TBD	Air Carrier Ramp Joint Sealant	350,000	350,000	-	700,000
3	TBD	CONRAC/Parking Garage - Design	5,000,000	5,000,000	-	10,000,000
4	TBD	Airport Perimeter Fence Replacement	500,000	500,000	9,000,000	10,000,000
5	TBD	Landside - Lot 2 Rehabilitation	920,000	920,000	-	1,840,000
6	TBD	Airport Master Plan	100,000	100,000	1,800,000	2,000,000
		FY 29 Total	56,177,000	7,143,000	2,340,000	65,660,000

Table 9: FY 28 - 32 Pensacola International Airport Aviation Project Priorities

2030

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	TBD	Taxiway A Crack Seal	40,000	40,000	720,000	800,000
2	454950-1	Taxiway C2 Upgrade - Construction	145,000	145,000	2,610,000	2,900,000
3	TBD	Taxiway C Rehabilitation - Design	12,500	12,500	225,000	250,000
4	TBD	Medivac Ramp Rehabilitation	100,000	100,000	1,800,000	2,000,000
5	TBD	CONRAC/Parking Garage - Construction	100,000,000	4,000,000	-	104,000,000
6	TBD	Pave Airside Perimeter Road	50,000	50,000	900,000	1,000,000
7	448560-3	Runway 17/35 Extension and Taxiway A Extension– Design	67,000	33,000	900,000	1,000,000
		FY 30 Total	100,414,500	4,380,500	7,155,000	111,950,000

2031

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	TBD	Runway 17-35 Spall Repair	250,000	250,000	-	500,000
2	TBD	Air Cargo Ramp Joint Sealant	125,000	125,000	-	250,000
3	TBD	Taxiway C Rehabilitation - Construction	75,000	75,000	1,350,000	1,500,000
4	TBD	Taxiway D Updated to ADG-III - NEPA, Design	18,000	18,000	324,000	360,000
5	449902-1	Runway 17-35 and Taxiway A Extension - Construction	650,000	650,000	11,700,000	13,000,000
6	TBD	Relocate Fuel Farm	8,975,000	8,975,000	4,550,000	22,500,000
		FY 31 Total	10,093,000	10,093,000	17,924,000	38,110,000

Table 9: FY 28 - 32 Pensacola International Airport Aviation Project Priorities
2032

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1		Taxiway D Updated to ADG-III - Construction	130,000	130,000	2,340,000	2,600,000
2		Extend Taxiway D - NEPA and Design	30,000	30,000	540,000	600,000
3		Maintenance Building Renovation	65,000	65,000	1,170,000	1,300,000
4		Landside - Francis Taylor Blvd. Rehabilitation	500,000	500,000	-	1,000,000
		FY 32 Total	725,000	725,000	4,050,000	5,500,000

Table 10: FY 28 - 32 Peter Prince Airport Aviation Project Priorities

2028

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1	449905-1	West Taxilane Rehabilitation - (Construction Only)	24,000	96,000	1,080,000	1,200,000
		FY 28 Total	24,000	96,000	1,080,000	1,200,000

2029

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1		Design and Construct Additional T-Hangars - GGG	355,175	1,420,701		1,775,876
		FY 29 Total	355,175	1,420,701		1,775,876

2030

Priority	FDOT Item-Segment		Local	FDOT	FAA	Total
1		Design and Construction Additional T-Hangars - HHH	355,175	1,420,701		1,755,876
		FY 30 Total	355,175	1,420,701		1,775,876

2031

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1		Hangar Door Replacements - Phase 1	100,000	500,000		600,000
2		Airport Masterplan Update	10,000	40,000	450,000	500,000
		FY 31 Total	110,000	540,000	450,000	1,100,000

Table 10: FY 28 - 32 Peter Prince Airport Aviation Project Priorities
2032

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1		Airfield Remarking (Including Compass Rose)	40,000	160,000		200,000
2		Security Cameras and Wifi	60,000	240,000		300,000
		FY 32 Total	100,000	400,000		500,000

Table 11: FY 28 - 32 Port of Pensacola Seaport Project Priorities

2028

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Maritime High Performance Dock Complex	TBD	$6,000,000	$8,300,000	$14,300,000
2	Port Paving	TBD	$10,000,000	$3,000,000	$13,000,000
3	Underground Utilities at Port of Pensacola	TBD		$1,000,000	$1,000,000
4	Berth 6 Rehabilitation	TBD	$1,000,000	$14,000,000	$15,000,000

2029

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Port of Pensacola Commendencia Parking Garage with Pedestrian Train Track Fly Over	TBD		$50,000,000	$50,000,000
2	ILC Development	TBD		$10,000,000	$10.000,000

Table 11: FY 28 - 32 Port of Pensacola Seaport Project Priorities

2030

Project Priority	roject Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Berth 1,2, Improvements	TBD		$38,000,000	$38,000,000

2031

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Upland Cargo Development/Warehouse Development Improvements	TBD		$15,000,000	$15,000,000

2032

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Berths 3,5 Improvements	TBD		$43,000,000	$43,000,000

Table 12: FY 28-32 Shared Use Non-Motorized (SUN) Trail Project Priorities

Priority	FDOT WPI#	Project	Limits	Description	Phases
1	4534762	Downtown Pensacola Waterfront Connector Trail - Phase 2	Cypress St. and South Pace Blvd to East Main St. and S. Tarrangona St,	The City of Pensacola respectfully submits a project to deisgn and construct various segments of the downtown waterfront connector trail phase 1 that will fill in a major gap in the SUN Trail network, for a total of 1.36 miles. This project carries out a key component envisioned in the Urban Core Community Redevelopment Plan and the City Active Transportation Plan. The City has invested funding to complete public involvement and design for the facilities adjacent to Main St and Cedar St. This design is known as the Hashtag Connector. A trail facility on Cypress St needs design and construction funding. This project will create a connected system separate from motor vehicles along Main Street, which has an AADT of 20,000 vehicles. It would also alleviate historical safety concerns with nine (9) bicycle and pedestrian crashes along Main St since August of 2018. The planned trail will connect people to the waterfront and support economic development within the downtown.	CST
2	4554132	Soundview Trail Pathway	Shoreline Drive / US Highway 98 to Bob Sikes Bridge / Gulf Island National Seashore	The project encompasses a comprehensive scope, commencing at the future landing of the multi-use pathway and Highway 98 overpass. The pathway will follow Highway 98, skirting around Harbourtown, and then proceed onto State Road 399, serving as a direct route to Pensacola Beach an the Florida National Scenic Trail. Continuing eastward towards the Gulf Islands National Seashore and the Great NW Coastal Trail, the path will include an enhanced crosswalk across State Road 399 for heightened safety. The pathway itself will be constructed with 12 feet of asphalt, ensuring a dedicated and secure space separate from the roadways. This concept prioritizes the safety and convenience of pedestrians and cyclists, facilitating a more accessible and enjoyable travel experience.	PE Funded 2028 CST

PD&E - Project Development and Environment Study
PE - Preliminary Engineering (Design)
ROW - Right-of-Way
CST - Construction

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FULLY FUNDED PROJECTS NOT YET CONSTRUCTED

SR 196 (Bayfront Parkway) South Tarragona Street to North 14th Avenue	4534761	Phase	2027	2028	2029	2030	2031	Bike/Path/Trail	ESC.	1.121
		CST	$8,867,628							

Appendix A – Regional Intelligent Transportation System (ITS) Plan Projects

$5.2 Million Ask				
Fiscal Year	Corridors	Design Cost	Construction Cost	
FY29	Davis Hwy from Brent Ln to Scenic Hwy	$ -	$ 4,028,931.90	
	US 98/Lillian Hwy from Bauer Rd to Navy Blvd	$ 351,434.61	$ -	
	Sorrento Rd/Gulf Beach Hwy/ Barrancas Ave/Pace Blvd (SR 292) from Gulf Beach Hwy to Herman Ave & Blue Angel Pkwy from Gulf Beach Hwy to Dog Track Rd	$ 511,781.96	$ -	
	Scenic Hwy from Olive Rd to Summit Blvd & Summit Blvd at Spanish Trl & Langley Ave at Spanish Trl	$ 278,135.59	$ -	
	9th Ave from Creighton Rd to Olive Rd & Creighton Rd from Tippin Ave to 9th Ave	$ 181,860.35	$ -	
	FY Design Total	**$ 1,323,212.51**	$ -	
	FY Construction Total	$ -	**$ 4,028,931.90**	
FY30	Mobile Hwy/Cervantes St from Klondike Rd to T St (exclude FOC BB install from Michigan Ave to Fairfield Dr)	$ -	$ 4,432,922.76	
	Airport Blvd from Hancock Rd to 9th Ave	$ 195,624.70	$ -	
	University Pkwy from Davis Hwy to Campus Dr & Campus Dr from University Pkwy to Campus Dr	$ 197,210.02	$ -	
	Navy Blvd/Garden St from Navy Blvd/New Warrington Dr (SR 295) to Wright St & Old Corry Field Rd from Navy Blvd to Chiefs Way	$ 410,520.15	$ -	
	9th Ave from Cervantes St to Fairfield Dr & Blount St from MLK JR Dr to 9th Ave & Jordan St from MLK JR Dr to 9th Ave & Texar Dr from MLK Jr Dr to 12th Ave	$ 286,245.89	$ -	
	FY Design Total	**$ 1,089,600.76**	$ -	
	FY Construction Total	$ -	**$ 4,432,922.76**	
FY31	Navy Blvd/New Warrington Blvd/Fairfield Dr (SR 295) from Sunset Ave to Mobile Hwy & 9th Ave from Bayou Blvd to Creighton Rd & Creighton Rd from 9th Ave to Scenic Hwy & Jackson St from New Warrington Rd to Old Correy Field Rd	$ -	$ 6,948,631.35	
	FY Design Total	$ -	$ -	
	FY Construction Total	$ -	**$ 6,948,631.35**	*
FY32	Nine Mile Rd from Beulah Rd to Davis Hwy (exclude from Pine Forest Rd to Palafox St)	$ -	$ 7,241,545.74	
	FY Design Total	$ -	$ -	
	FY Construction Total	$ -	**$ 7,241,545.74**	*

*Includes a 29% inflation factor.

Appendix B – Evaluation Criteria

2050 LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA

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 *To what extent will the project support movement of people, goods, or services to facilitate evacuation?*	0 No		6.25 Yes
Safety Improvement Strategies [Accident rates based on Signal Four Analytics] A.1 *Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years.*	0 Lowest	3.125 Mid Range	6.25 Highest
Intermodal Access [Project on SIS] A.8, A.9, D.4 *Is the project on one of these facilities?*	0 No		6.25 Yes
Storm Surge [Project in Storm Surge Zone] A.3, A.6, A.8 *Is the project within a mapped Storm Surge Zone?*	0 Zones 1-5		6.25 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 *What is the existing LOS on the project route?*	0 A or B	1.875 C or D	3.75 E or F
Future LOS [Project future LOS 2050 in Needs Assessment] A.2, B.2, B.3, B.4, F.6 *What is the future LOS on the project route?*	3.75 A or B	1.875 C or D	0 E or F
Connectivity [Project improves continuity or connectivity over the network] B.5 *Is the project on a Principal Arterial, Arterial, or Collector / Other?*	0 Collector / Other	1.875 Arterial	3.75 Principal Arterial
Public Need [Project identified as a need by public] B.1 *Was the project identified as a specific need through the Public Involvement process?*	0 No		3.75 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 *Does the project advance ITS / ATMS implementation, or included in the SMART Regions Plan, Carbon Reduction Plan, or SS4A Plan?*	0 No		3.33 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 *Is the project listed in an adopted plan?*	0 No		3.33 Yes
Corridor / Complete Street [Complete Street emphasis] C.4, F.3 *Does the project employ corridor management techniques that do not require additional travel lanes, or other Complete Street elements?*	0 No		3.33 Yes
Existing Volume-to-Capacity (V/C) [Ratio based on Regional Transportation Model] B.3, B.4, E.1 *Is the **Existing** V/C Ratio less than 1.3? [Deficient means greater than > 1.3]*	0 less than 1.3		3.33 greater than 1.3

Evaluation Criteria

Future V/C [Ratio based on Regional Transportation Model] B.3, B.4, E.1 *Is the **Future** V/C Ratio less than 1.3? [Deficient means greater than > 1.3]*	3.33 less than 1.3		0 greater than 1.3
Structurally Deficient Upgrades [Project replaces / enhances structurally deficient infrastructure] C.1, C.2 *Is the project identified on the TIP for resurfacing or replacement?*	0 No		3.33 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 *Is the project in the TDP or does it provide for multi-modal bike, ped, transit, or park-and-ride / ride-share?*	0 greater than 2 miles	3.75 within 2 miles	7.5 TDP, on facility
Freight / Rail Plan [Is the project in an adopted Freight or Rail Plan?] D.2, D.4, D.7 *Is the project listed in an adopted Freight Plan, or Rail Plan, including passenger rail?*	0 No		7.5 Yes
Goal E: Economic Vitality (Weight 10%)			**10**
Economic Development [Project provides connection to activity center] E.2, E.6 *Is project within 2 mi. of an economic Activity Center (port, industrial/commerce park, military base, shopping, medical, education)?*	0 No		2.5 Yes
Rural Connectivity [Project provides additional connection / enhancement to rural areas] E.5 *Is the project listed in the Regional Rural Transportation Plan?*	0 No		2.5 Yes
Tourism and Recreation [Project provides for tourism, recreation, linkages to water, trails, parks] E.4, F.1, F.5 *Is project within two miles of a Tourism / Recreation Activity Center (park, blueway trail, land trail, beach, museum, historic district)*	0 greater than 2 miles		2.5 0 to 2 miles
Military [Project provides for military readiness] E.3 *Is the project on the STRAHNET or identified in the MIRR?*	0 No		2.5 Yes
Goal F: Equitable, High Quality of Life / Environment (Weight 10%)			**9.99**
Environmental [Environmentally Sensitive Area / Resource / Corridor] F.2 *Is project within Wildlife Corridor; Critical Habitat; State/Federal Forest, Park, Management Area; National Seashore?*	3.333 No		0 Yes
Affordable Housing [Neighborhoods] F.9 *Does the project connect with a Community Redevelopment Area (CRA)?*	0 No		3.333 Yes
Equity [Project community impacts assessed] F.4, F.7, F.8, G.4 *Does project have a high Equity Score (higher score better)? [Equity Score methodology defined in report]*	0 0-3 Eq. Score		3.333 4-7 Eq. Score
Goal G: Consistent, Continuing, Cooperative, Comprehensive (Weight 5%)			**5**
Status [Project Evaluation and Work Plan] G.1 *Are one or more phases of the project scheduled in the 5-Year Work Plan?*	0 No	1.25 PD&E / Design	2.5 Right-of-Way or Construction
Government Contribution [Project funding includes local government contribution] G.7 *Does project include government funding or other contribution?*	0 No		2.5 Yes

Evaluation Criteria

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)

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) CRITERIA

A. Level of Service (LOS) Issue Addressed

Current Deficiency	5 Points
Five Year Deficiency	3 Points
LRTP Year Deficiency	1 Point
Not deficient	0 Points

B. Regional Significant Roadway (defined as a roadway that is included in the model for the metropolitan area's transportation network)

Yes	2 Points
No	1 Point

C. Crash Rate

Safety Ratio Greater than 2.00	3 Points
Safety Ratio from 1.00 to 2.00	2 Points
Safety Ratio less than 1.00	1 Point

D. Has an existing TPO priority

Yes	2 Points
No	1 Point

E. Significant Freight Corridor

Designated NHS Intermodal Connector or Truck

Traffic more than 10% Annual Average Daily Traffic (AADT)	3 Points
Truck Traffic 8-10% AADT	2 Points
Truck Traffic 5-7.99% AADT	1 Point

F. Local Project Support

HIgh	5 Points
Medium	4 Points
Low	3 Points

This criteria was not used because there was no definition of what met the levels of "high," "medium," and "low."

TRANSPORTATION ALTERNATIVES (TA) PROJECT CRITERIA

	Evaluation Category	Scoring (Maximum Points Possible)	Project Score
Criterion 1	Safety	25	
Criterion 2	Connectivity	15	
Criterion 3	Location Efficiency	15	
Criterion 4	Proximity to School	15	
Criterion 5	Design Quality	15	
Criterion 6	Environmental/Archeological Projects/ Historic Preservation	15	
	Total	100	
Bonus Points	Local Contribution and Public Support	5	
	Total Points Possible	105	

SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECT CRITERIA

Criteria	Source Data	Criteria Rating Scale Lesser Benefit <----> Higher Benefit			
1. Is additional financial contribution committed to the project?	Local Government	0 No	- -	- -	10 Yes
2. Which phases are complete?	Local Government	2.5 No Phases	5 Feasibility Study Only	7.5 Feasibility Study and PD&E/Design	10 Feasibility Study and PD&E/Design and ROW
3. Does the project have a high level of documented public support?	Local Government	0 No	- -	- -	10 Yes
4. Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?	FDOT SUN Trail Network	0 No	- -	- -	10 Yes

Tie Breakers	
1. Is the project included in the TPO's Long Range Transportation Plan, the ECRC Pedestrian Bicycle Committee's regional priorities, or ECRC's Regional Rural Transportation Plan? Yes or No. *(Yes takes priority)*	Florida-Alabama TPO LRTP Okaloosa-Walton TPO LRTP Bay County TPO LRTP ECRC Bicycle Pedestrian Plan ECRC Regional Rural Transportation Plan
2. What is the total project cost per mile? *(Lower cost takes priority)*	Local Government

Appendix C – Public Outreach Summary and Public Comments

Outreach Snapshot

- **Survey & Comment Period**
  Open April 1 – May 1, 2026
  Physical Copies and Digital
- **Virtual Open House**
  www.ecrc.org/FLALPriorities
- **Interactive Map**
  www.ecrc.org/TPOPrioritiesMap
- **Email Promotion**
  Sent to Media and Interested Parties Subscribers
- **Public Workshops**
  Tuesday, April 7, 2026
  10:30 AM – Pensacola Library
  4:30 PM – Clyde L. Gracey Center, Milton

  Wednesday, April 8, 2026
  10:30 AM – Gulf Breeze Community Center
  With Option For Virtual Participation
- **Social Media Geotargeting**

6/4/2026

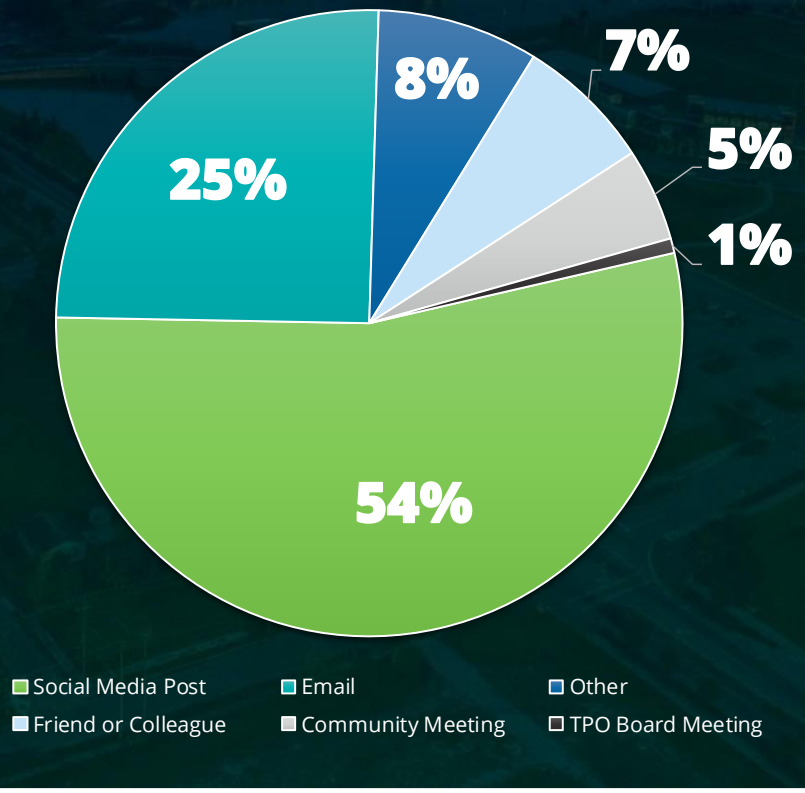
Survey Snapshot

403 Surveys Received

373 Write-In Comments

188 New Email Subscribers

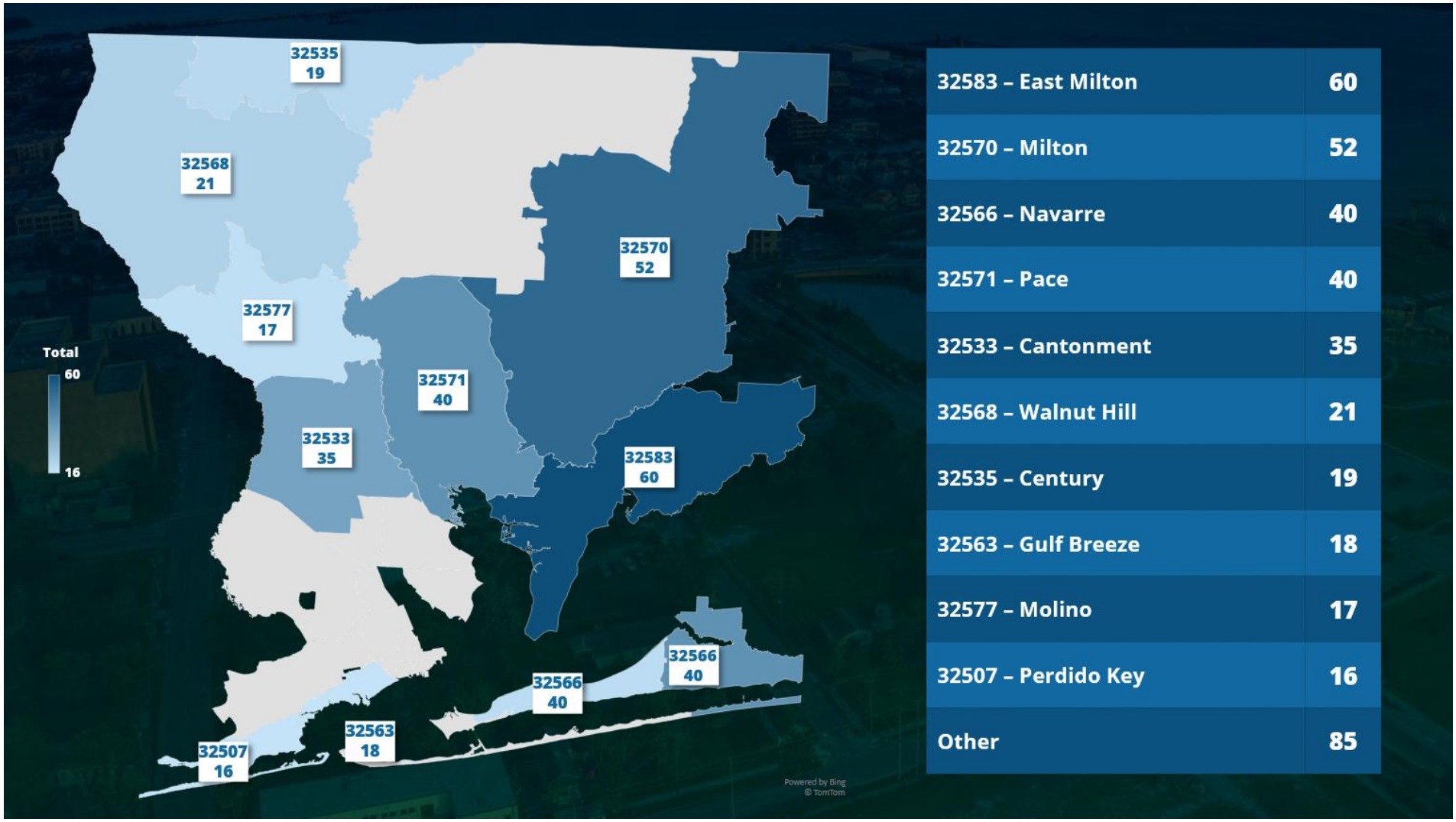




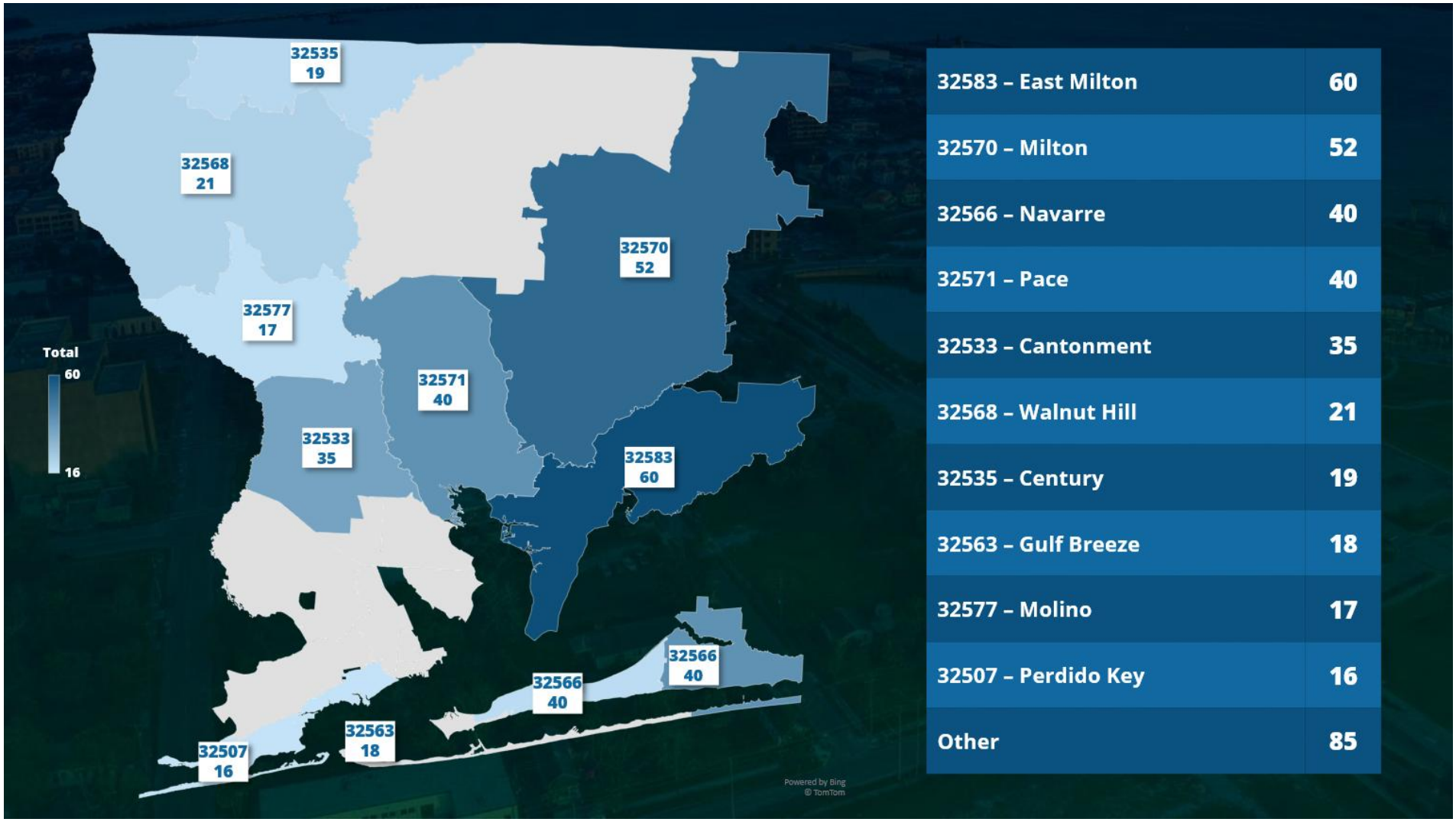
Thank you!

Shared On Facebook

- **Pace Area Chamber of Commerce**
- **Pensacola Beach Advocates What's Happening**
- **Pensacola & Escambia County Citizens Watch**
  Keith Bowe, FLAL CAC
- **Santa Rosa County Board of County Commissioners**

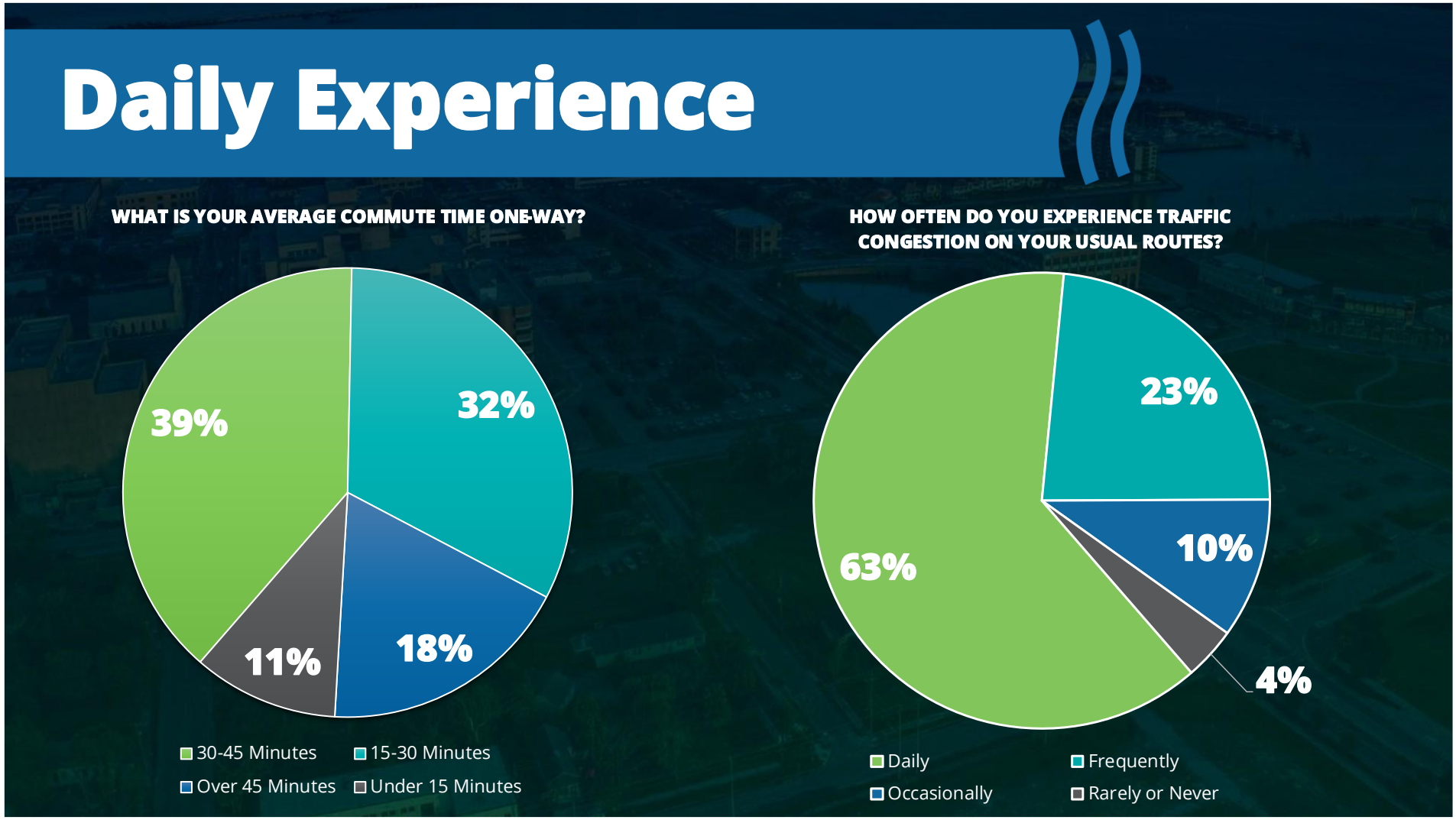


32583 – East Milton	60
32570 – Milton	52
32566 – Navarre	40
32571 – Pace	40
32533 – Cantonment	35
32568 – Walnut Hill	21
32535 – Century	19
32563 – Gulf Breeze	18
32577 – Molino	17
32507 – Perdido Key	16
Other	85

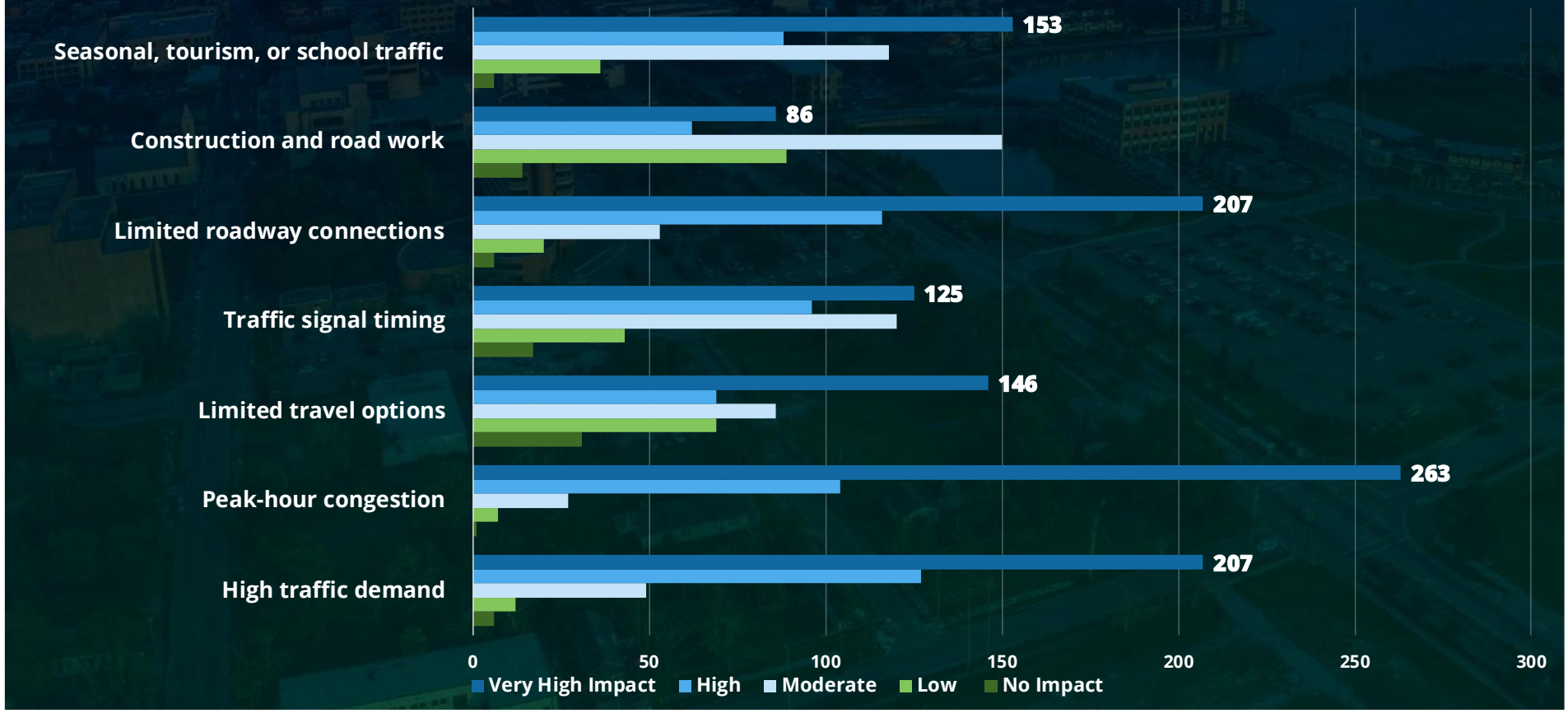


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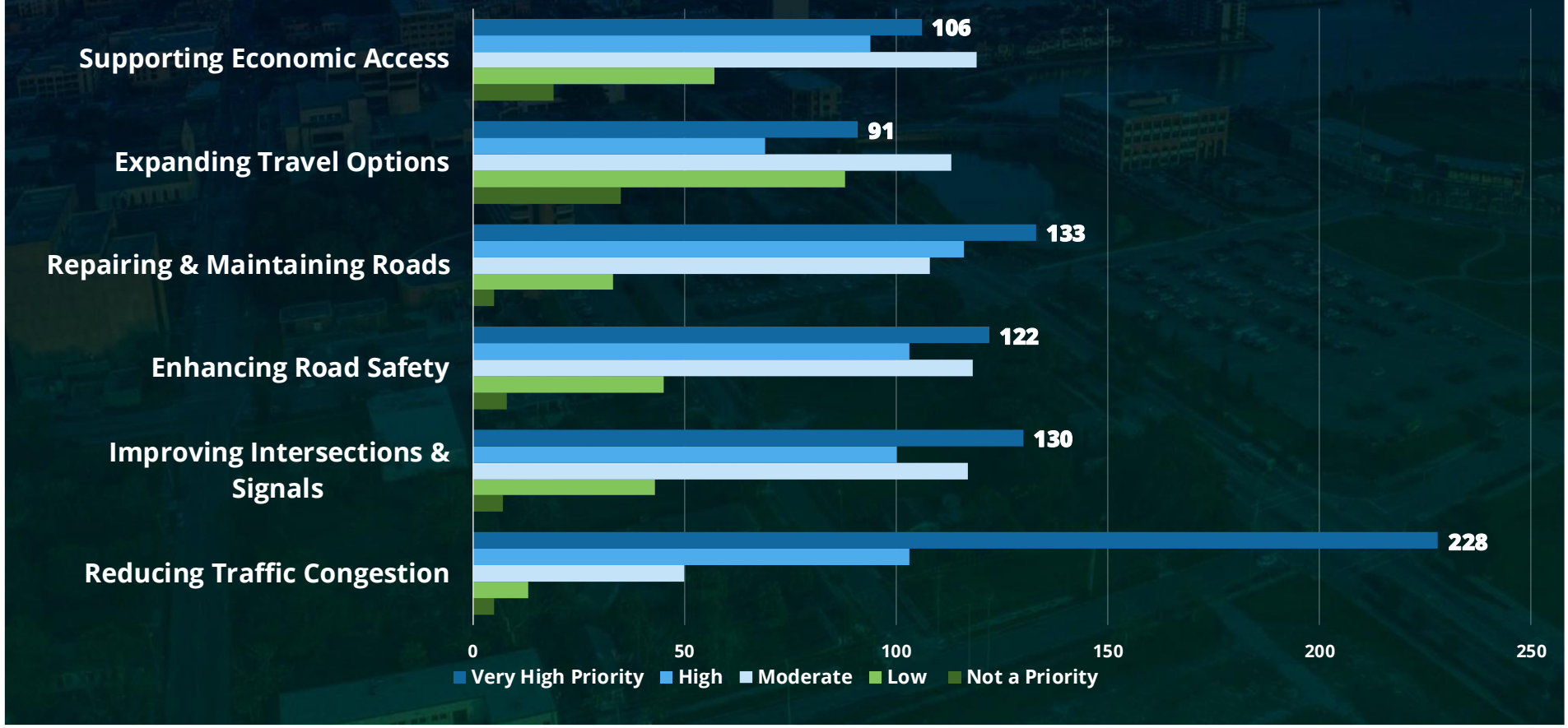
Daily Experience



In your opinion, what factors contribute to traffic congestion in your area?



What transportation improvements should be prioritized in your area?



Survey Comments

Write-In Box: "What transportation improvements should be prioritized in your area?"

373 WROTE IN

THEMES

- **Congestion Is The Dominant Concern.**
- **Growth Is Outpacing Infrastructure.**
- **Safety & Emergency Access.**
- **People Want Road Improvements & Transportation Alternatives.**

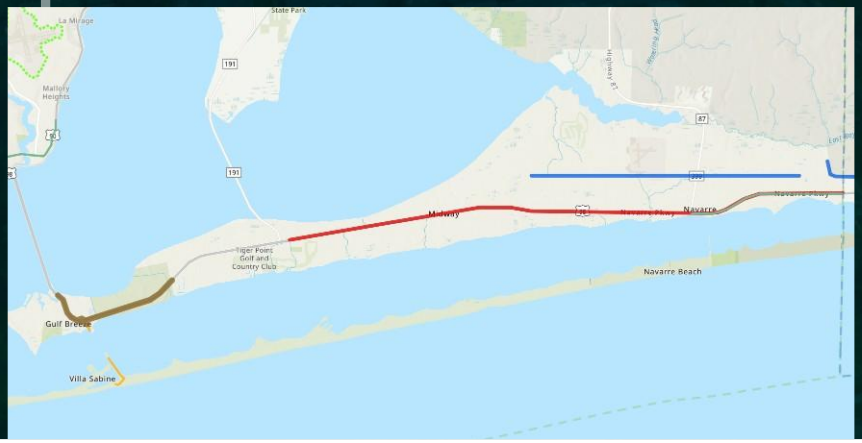


Survey Comments

US 98

Approx. 50 Comments

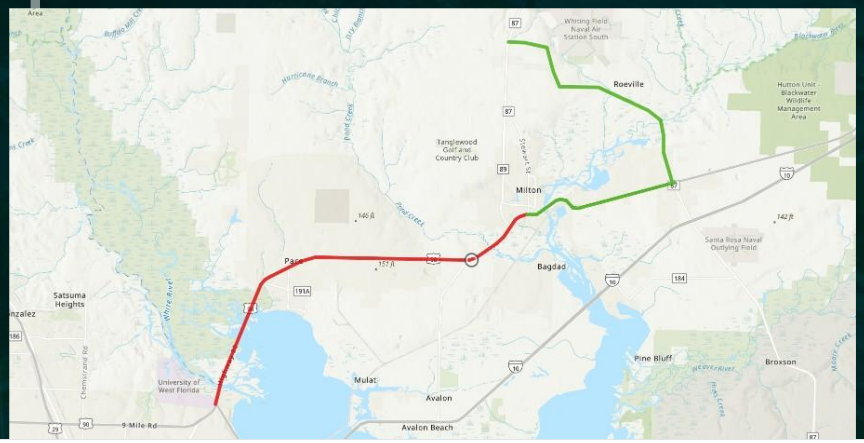
Chronic Congestion, Signal Timing, Widening, Evacuation Reliability, Tourist Traffic, & Pedestrian Safety



US 90

Approx. 45 Comments

Milton/East Milton Congestion, Blackwater Bridge Bottleneck, Widening, & Emergency Access



March 11, 2026, TPO, TCC, and CAC Workshop Comments and Responses

1. **Table 1 Non Strategic Intermodal System (Non-SIS) Project Priorities. Instead of going over project by project, can a recommendation at this workshop be to move projects up on the list?**
   Recommendations to move projects up or down on the Project Priorities list are completed at the Advisory Committee level by recommendation and approval by the TPO Board. The purpose of this workshop is to educate the members of the TPO, TCC, and CAC what the Project Priorities are prior to the priorities being an action item at the TPO, TCC, and CAC Meetings.
2. **Table 1 – Non-SIS Priorities 7-9. US 90 from SR 87 N to SR 87 S. Discussion occurred that US 90 needs to be higher on the priority because of it currently being a 2-lane road that is over capacity as well as an alternative for traffic movement if there is an incident on I-10.**
   Comments noted.
3. **Table 1 – Non-SIS Priorities 15-16. Sorrento/Gulf Beach Highway from Blue Angel Parkway to Navy Boulevard. Why is Sorrento from Innerarity Point Road to Blue Angel Parkway #5 and these two connecting segments #s 15 and 16? Will the Navy Base have input into the Design of these segments?**
   The greater the length of the segment, the higher the total cost of the project. FDOT splits projects into segments during the Design Phase to actual projects that can be affordable to construct. The TPO Board ranked the portion from Innerarity Point to Blue Angel to #5 a few years ago because of safety and congestion and deemed it a higher priority than the segments from Blue Angel Parkway to Navy Boulevard. FDOT will likely include the Navy Base in the discussion of the Design Phases from Blue Angel to Navy Boulevard once those segments are funded for Design.
4. **Table 1 – Non-SIS Priority 20. Navarre Community Access Road from Edgewood Drive to Whispering Pines Road. Santa Rosa County expressed their support for this project.**
   Comment noted.
5. **Table 1 – Non-SIS Priority 25. US 98 Multimodal Overpass in Gulf Breeze. The priority for this segment should be Construction per Gulf Breeze's discussion with FDOT.**
   Change will be made.
6. **Table 1 – Non-SIS Priority 29. Connecting the Connectors from Navarre Community Access Road to West 98 Connector. Hurlburt Field Representative expressed support for this project.**
   Comment noted.

7. Table 7 – Escambia County Area Transit Priorities. What are Toll Revenue Credits?

As provided by the Florida Department Transportation, the Federal Highway Administration allows Florida to use Toll Revenue to serve as the non-federal share match for federal transportation funds. These Toll Revenue Credits are applied to all eligible federally funded projects in Florida. There are no specific geographic allocations for toll revenue.

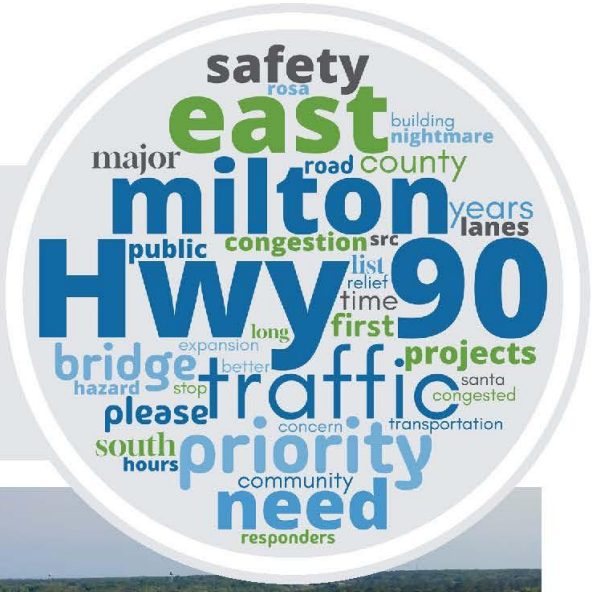
PUBLIC WORKSHOP SUMMARY

APRIL 7, 2026 - 4:30 PM

Clyde L. Gracey Community Center,
5629 Byrom St, Milton, FL, 32570

KEY THEMES & ROADS

- Traffic Congestion
- Stewart Rd / Ward Basin
- Safety
- Blackwater Bridge
- Hurricane Evacuation Route Concerns
- Highway 90 Widening
- Needed Relief
- Move Priority 7 to Priority 2











Overview from the Public Workshops



PUBLIC WORKSHOP SUMMARY

The Florida-Alabama TPO held three public workshops for the region to participate in the 2026 Project Priorities process.

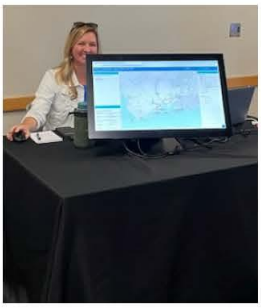
Workshops were promoted on/to:

- Virtual Open House Webpage
  www.ecrc.org/FLALPriorities
- Social Media
- Interested & Media Partner Email Subscribers
- Florida Administrative Register (FAR) Ad
- TPO Board and Committee Members
- Municipality Partners

Workshops Offered Participants:

- Touchscreen Interactive Map
- Transportation Planners On-Site for Questions
- Print Surveys
- Comment Cards
- 24x36 Display Boards of 2026 Project Priorities











APRIL 7, 2026 - 10:30 AM

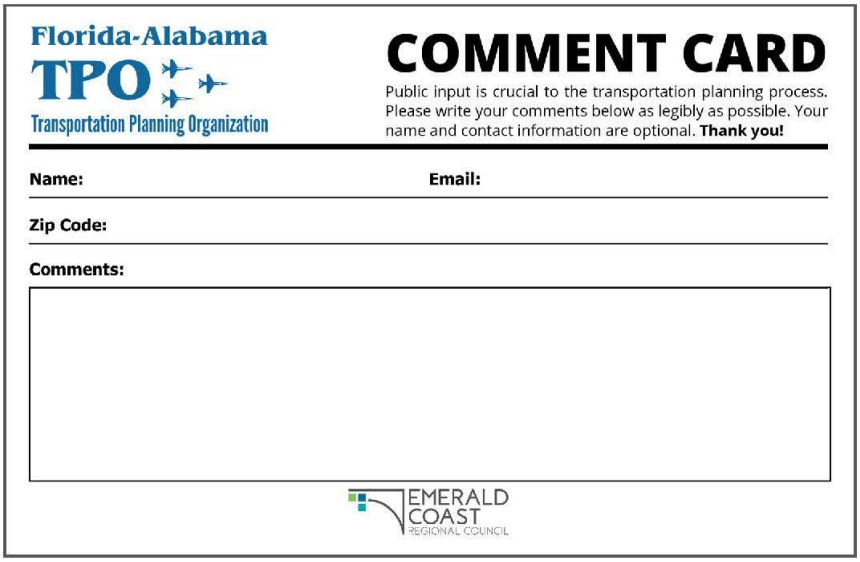
Pensacola Library - Downtown,
239 N Spring St, Pensacola, FL 32502

COMMENT RECEIVED:

"Would like to see more emphasis on **multi-modal** transportation options to connect **9 Mile Road**, north of 9 Mile Rd, increased bike access and safety measures."

**Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability, or family status. Reasonable accommodation will be made for access in accordance with the Americans with Disabilities Act. Contact Leandra Meredith at leandra.meredith@ecrc.org or call 850-332-7976 or TTY 711, at least 48 hours in advance. Para información en español, puede llamar a Ada Clark al 850-332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, llame con 48 horas de antemano o TTY 711.*

TRANSCRIBED COMMENT CARDS



Florida-Alabama TPO
Transportation Planning Organization

COMMENT CARD

Public input is crucial to the transportation planning process. Please write your comments below as legibly as possible. Your name and contact information are optional. **Thank you!**

Name: **Email:**

Zip Code:

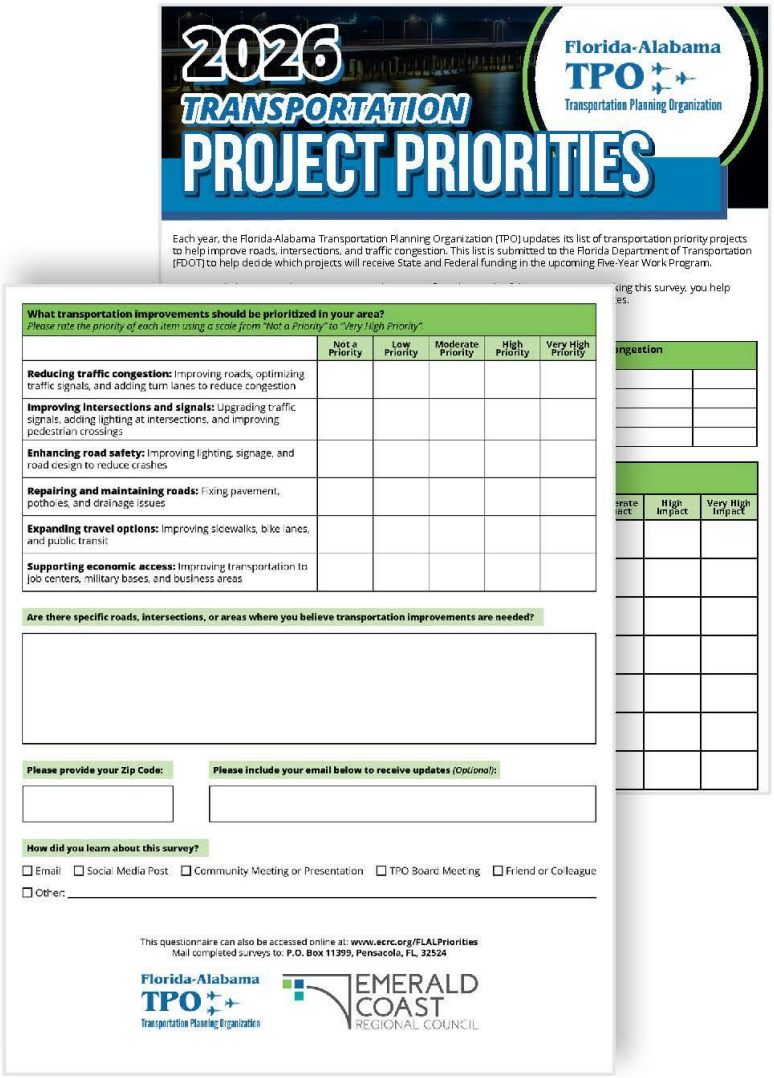
Comments:

EMERALD COAST REGIONAL COUNCIL

#	ZIP CODE	COMMENT
1	32565	We need 7 & 9 completed asap
2	32570	The HWY 90 project from Escambia County line to Hwy 87 South widening project was initially moved from 2035 to 2015. In the past 11 years, traffic has increased tremendously. The prioty for widening Hwy, espaecially through downtown Milton, needs to be prioritized higher, maybe to #2. Also, the Fisher Hamilton Building needs to be a factor in getting this project going.
3	32570	Please fund US90 SR87N, Stewart St. to CR89/Ward Basin Rd. for wineding to 4 lanes. In its current conditions, it is unsafe during first responder emergencies and evactuations. It also limits ease of travel to workplaces.
4	32570	We need #7 and #9 done now for hurricane evac, first responder, and economic development.
5	32570	We need help now with #7 and #9 for hurricane evac, first responders, and as others have said, economic development.
6	32570	Recommend the US90 SR87 Stewart St to CR 89/Ward Basin Rd project be moved from priority 7 to priority 2. No Need to wait until traffic is at a standstill before taking action.
7	32586	FIX HWY 90!
8	32570	Hwy 90 4-lane in Milton should be ranked higher on the list. Population increase continues in Santa Rosa County and Hwy 90 in not able to move traffic efficently without lane expansion.
9	32583	Four lane 90 into the city turning lanes and a northend light at 10 and 87S.
10	32570	What did it cost to put on this silly show. To me this meeting was a bait & switch. Lots of information that citizens do not nor can they understand. Most who came here are displeased with the show. We want Hwy 90 4 laned from Stewart St to Ward Basin. Should have been done 10 years ago.

#	ZIP CODE	COMMENT
11	32571	Projects 7,9, and 24 need to be moved to the top of the list. These roads are very critical to evacuate during storms, i.e., hurricanes. Project 7 + 9 should be a major priority to health and safety. We cannot move through downtown Milton with all the gridlock and East Milton residents are locked down in traffic for hours. Santa Rosa County has been denied funding for major projects long enough and we need relief now, not in 2050. Please move forward quickly. Safety is a major concern for the police and ambulance. Thank you
12	32570	I would like to see action on priority number 7! Traffic constraints at Bridge are not only a major inconvenience, but also a public safety hazard. I also own property adjacent to design proposed. I've reached out to FDOT on multiple occasions without response in reaction to latest design boundaries.
13	32571	Since 1992 Santa Rosa Co population has increased 243%. The US 90 Stewart Street, Milton to Highway 87 south is a choke point that is going to get somebody killed during the next major hurricane evacuation.
14	32570	This is an absolute waste of time and money - No matter how desperately this is needed, it will keep being pushed down by Escambia County and SRC Commission.
15	32583	I moved here 55 years ago and the traffic was not bad. Now driving from East Milton is a nightmare!! I have to leave my house at least 1 to 1.5 hours early to get to my appointments on time! Not to mention trying to get to the grocery stores. Stop building the houses. There is only one road in and one road out unless you take the highway and it is only going to get worse!
16	32570	Opposed to project. There are many other routes and highways already available for East Milton traffic to use to get to Interstate 10 that have exits through Baghdad and Pace to avoid the traffic on Hwy 90. SAVE OUR HISTORIC DOWNTOWN. Don't destroy one community in order to enhance another.
17	32583	Highway 90 congestion from East Milton. Needs to be 4 lanes.
18	32583	Heavy congested traffic through Milton on Highway 90. Very congested traffic coming into Milton from East Milton. We need some relief! (4 lanes)
19	32583	High Traffic, Highway 90, East Milton - Milton. Needs 4-laning. Long wait lines to get into town - and from town to East Milton.
20	32583	It appears that these meetings are a waste of money and our time. We have been waiting for years to get Highway 90 across Blackwater 4 laned through Milton. It is a safety problem and for evacuation it is impossible. The state is negligent in its responsibility to provide safe transportation in this case, please get this done!
21	32507	In addition to priorities with projects, we need to prioritize project completion when projects begin. We're lax on what we consider acceptable, when often its overlapping start time of projects because of overlapping delays of completion.
22	32571	Hwy 90 needs more attention. SRC needs more attention. We are now at public safety concern and life itself concerns. We need roads.
23	32570	The Downtown Milton Highway 90 project NEEDS to be made a priority. The traffic there has been a literal nightmare for locals and first responders.
24	32570	Hwy 90 through Downtown Milton expansion needs to be #1 priority.
25	32583	From Milton to E. Milton (N. 87 to Ward Basin) Needs two things. ASAP. 4 Lane Hwy 90 + create an alternate route across Blackwater River. We also need an additional plan in the next 15-20 years to 6 lane Hwy 90. Perhaps sooner if our community keeps selling out to big developers. Mow down the old buildings in the way to get it done. No one that sits in the traffic is against this. The county blames the city, and the city blames anyone they can. Please fix this mess.
26	32571	Please do not fund the expansion of Highway 90 bridge in Milton. It is a safety hazard, ineffective solution for traffic congestion and would hurt Milton Business downtown. There is a better way, and we want the better way.

TRANSCRIBED SURVEY COMMENTS


2026 TRANSPORTATION PROJECT PRIORITIES

Florida-Alabama TPO Transportation Planning Organization

Each year, the Florida-Alabama Transportation Planning Organization (TPO) updates its list of transportation priority projects to help improve roads, intersections, and traffic congestion. This list is submitted to the Florida Department of Transportation (FDOT) to help decide which projects will receive State and Federal funding in the upcoming Five-Year Work Program.

What transportation improvements should be prioritized in your area?
Please rate the priority of each item using a scale from "Not a Priority" to "Very High Priority".

	Not a Priority	Low Priority	Moderate Priority	High Priority	Very High Priority
Reducing traffic congestion: Improving roads, optimizing traffic signals, and adding turn lanes to reduce congestion					
Improving intersections and signals: Upgrading traffic signals, adding lighting at intersections, and improving pedestrian crossings					
Enhancing road safety: Improving lighting, signage, and road design to reduce crashes					
Repairing and maintaining roads: Fixing pavement, potholes, and drainage issues					
Expanding travel options: Improving sidewalks, bike lanes, and public transit					
Supporting economic access: Improving transportation to job centers, military bases, and business areas					

Are there specific roads, intersections, or areas where you believe transportation improvements are needed?

Please provide your Zip Code:

Please include your email below to receive updates *(Optional)*:

How did you learn about this survey?

☐ Email ☐ Social Media Post ☐ Community Meeting or Presentation ☐ TPO Board Meeting ☐ Friend or Colleague

☐ Other: _____

This questionnaire can also be accessed online at: **www.ecrc.org/FLALPriorities**
Mail completed surveys to: **P.O. Box 11399, Pensacola, FL, 32524**

Florida-Alabama TPO Transportation Planning Organization

EMERALD COAST REGIONAL COUNCIL

#	ZIP CODE	"ARE THERE SPECIFIC ROADS, INTERSECTIONS, OR AREAS WHERE YOU BELIEVE TRANSPORTATION IMPROVEMENTS ARE NEEDED?"
1	32583	Hy 87- Hy 90 - Ward Basin Rd
2	32583	Table 1 – FY 28-32 - Number 7 should be moved up to number 2 to help with transportation on SR 87N, Stewart St.
3	32583	N. 87 to Wrad Basin Rd
4	32571	Most of these answers reflect the time of day - Morning + afternoon high ridiculous traffic
5	32571	We need attention on our roads – SRC. -We have problems, need attention now not 15 years later
6	32583	Hwy 90 East into Milton across Blackwater is horrible and a hazard

#	ZIP CODE	"ARE THERE SPECIFIC ROADS, INTERSECTIONS, OR AREAS WHERE YOU BELIEVE TRANSPORTATION IMPROVEMENTS ARE NEEDED?"
7	32583	Hwy 90 East Milton to Milton
8	32583	Hwy 90 East Milton Congestion
9	32583	Hwy 90 Highly Congested
10	32570	Blackwater Bridge, Hwy 90. Changing from 4 lane to 2 lane at Blackwater Bridge, Hwy 90. From Blackwater west is stop + go. East of the bridge is the same up to Hwy 87 south.
11	32570	Anderson Lane needs either speed tables or several stop signs. People speed continually and there are children present.
12	32583	Traveling from Airport Rd, across Hwy 90 bridge, to pace is 11 miles. It took 52 minutes during morning traffic. Accidents on I-10 are usually routed to Ward Basin and/or SR87 adding congestion + heavy truck traffic.
13	32570	Stewart St to Ward Basin
14	32583	10 & 87 South - 90 into the city
15	32570	#7 on Priority List
16	32570	Hwy 90 – Downtown Milton -East to East Milton
17	32583	East Milton Hwy 90 through downtown. Please give us some relief! Very dangerous during storms – I10 breakdown. SAFETY CONCERNS!
18	32570	Downtown Milton Hwy 90 Project NEEDS to move up the priority list. The traffic is a literal nightmare for locals and first responders. Milton has for too long been placed on the back burner.
19	32570	Move project currently at priority 7 to priority 2.
20	32583	Move #7 to Priority 2
21	32583	Highway 90 from 87 South to Stewart Street. Put 7 to Priority 2.
22	32570	US 90 from Stewart to E Milton - US 90 & Glover Ln Int.
23	32583	The traffic from East Milton to downtown Milton on 90.
24	32583	East Milton on 87 and 90 heading into the center of Milton. The traffic is horrible!! They keep building homes but do not add any new roads.
25	32571	Obviously bridge downtown and causeway to Pensacola get plugged daily.
26	32583	My concern is living in East Milton + if a disaster occurred. I'm concerned my safety would be @ risk to evacuate.
27	32570	Hwy 90, especially through Downtown Milton, across the bridge, to Ward Basin.
28	32570	See attached Red Road. Extend Duck Roast Road to Avalon Blvd. Would cut the drive of thousands + provide hurricane evacuation. Figure 1
29	32583	Hwy 90 from Ward Basin Rd, to Milton downtown is a disaster. 45-3 hours if there is a wreck on I-10. My children are constantly tardy due to traffic on Hwy 90. Emergency response took 38 minutes to come to my home – UNEXCEPTABLE!!! 2050 for resolution is not exceptable.
30	NA	I am very concerned about traffic issues in the county, but I know enough to know that the proposed solutions are ineffective, costly, unsafe, and will hurt community walkability and downtown business. You can do better.
31	32570	Hwy 90 Downtown Milton

FIGURE 1 - SURVEY COMMENT 28

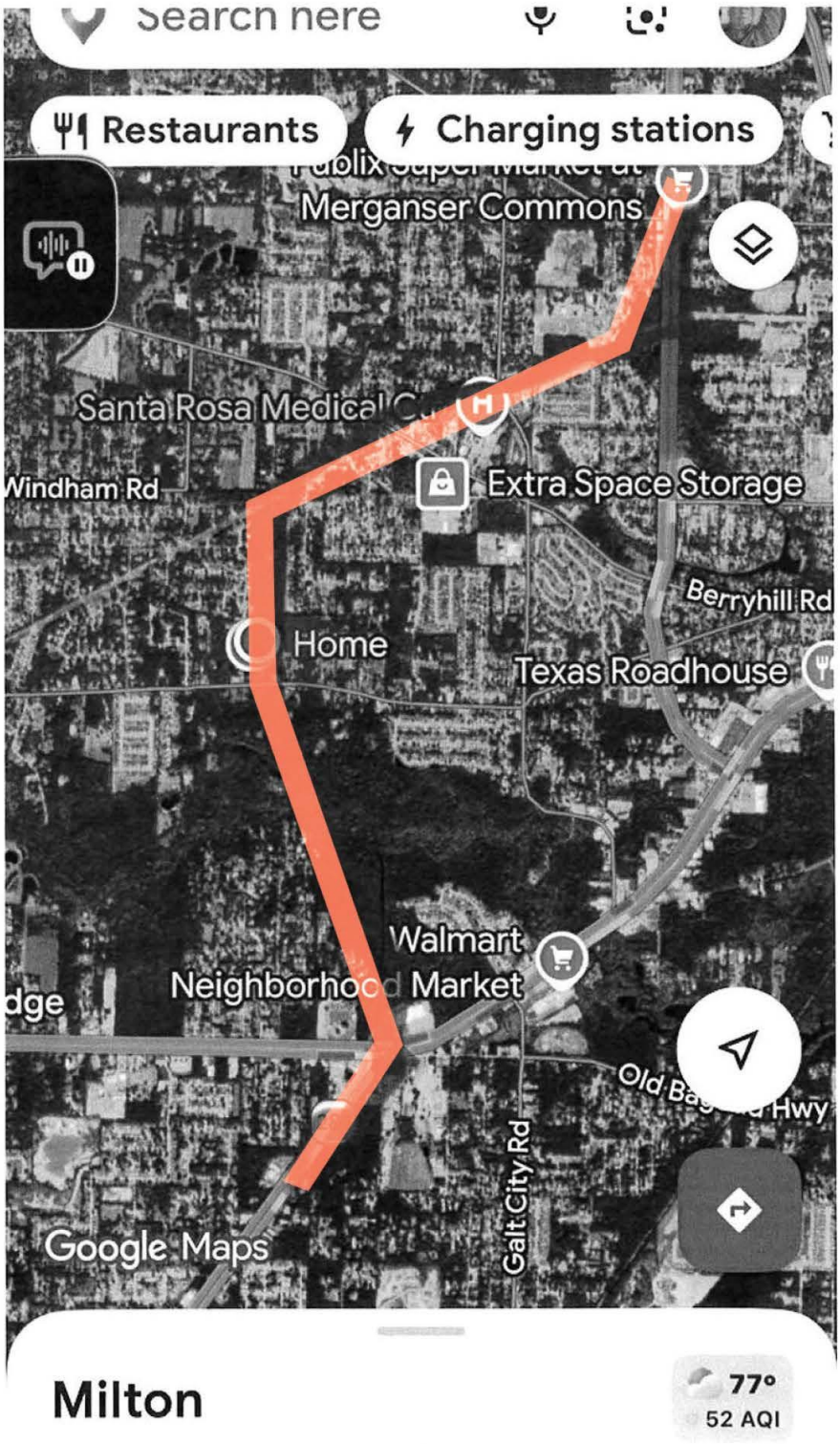


FIGURE 2 - SUBMITTED LETTER 1

ATTN: Florida-Alabama Transportation Planning Organization (TPO)

Subject: OPPOSED to Highway 90 Widening Four-Lane Project Through Milton Florida

To: Whom it may Concern at the TPO

My name is Patti McGhee, and I am a resident of Milton, Florida. I moved to the area 4 years ago because of the small-town charm, historic downtown, and location to Whiting Field NAS.

I am originally from Fort Walton Beach, Florida. I witnessed the destruction of how a small-town community is destroyed when highway widening projects are approved without real consideration from the community. Promises are made, but not kept. Historic buildings are proposed to be moved, only to be destroyed and demolished. Once that happens, it is too late for the community to rethink their devastating decision and the damage is done.

I understand the expansion into East Milton is growing, but that doesn't mean our small beautiful historic downtown has to be destroyed to allow more paved highways to get to East Milton down Highway 90.

There are several Highways already in existence that lead to Interstate 10 from East Milton that allow drivers to easily pop on the interstate to exit into Milton and Pace, Florida.

Highway 87 and Ward Basin Road are two roads that allow drivers coming West on Highway 90 to take to avoid going over our beautiful bridge into historic Milton, Florida. There is also Persimmon Hollow Road that can be extended to connect with Interstate 10, giving a third option for drivers to take in order to go around Milton, Florida, instead of straight through our beautiful town causing traffic jams on Highway 90.

There are several exits already in existence for drivers to take off Interstate 10 to either enter or bypass Milton, Florida. One is Garcon Point Road that has a bypass road several roads that can be used as a bypass since they intersect with Old Bagdad Highway and Warren Road, in which, both can be used as bypass roads instead of totally destroying the beautiful downtown Milton, Florida Historic district.

Alternate proposals need to be considered to alleviate the traffic down Highway 90 other than tearing up and destroying Milton, Florida and the beautiful historic downtown just to widen the road for convenience.

SAVE OUR COMMUNITY.....DO NOT APPROVE THIS DEVASTATING PLAN TO DESTROY HISTORIC DOWNTOWN MILTON, FLORIDA. DON'T DESTROY ONE COMMUNITY TO ACCOMADATE ANOTHER.

Thank you, Patti McGhee (Proud Milton, Florida Resident)

FIGURE 3 - SUBMITTED LETTER 2

ATTN: Florida-Alabama Transportation Planning Organization (TPO)

Subject: **OPPOSED** to Highway 90 Widening Four-Lane Project Through Milton Florida

To: Whom it may Concern at the TPO

My name is Katie Nickens, and I am a resident of Milton, Florida. I moved to the area 2 years ago, along with my small children, because I want to raise my children in a small community with that hometown feel, and Milton, Florida is that community.

I was devastated when I found out that TPO wants to tear down our beautiful historic downtown just to widen the road to accommodate more traffic. This was not the reason I moved here. I don't want more traffic from outsiders just driving through for convivence. That brings in crime and total destruction of our beautiful area.

I understand the expansion into East Milton is growing, but that doesn't mean our small beautiful historic downtown has to be destroyed. Build more infrastructure in East Milton so they don't have to drive to Milton.

There a several Highways already in existence that led to Interstate 10 from East Milton that allow drivers to easily pop on the interstate to exit into Milton and Pace, Florida.

Highway 87 and Ward Basin Road are two roads that allow drivers coming West on Highway 90 to take to avoid going over our beautiful bridge into historic Milton, Florida. There is also Persimmon Hollow Road that can be extended to connect with Interstate 10, giving a third option for drivers to take in order to go around Milton, Florida, instead of straight through our beautiful town causing traffic jams on Highway 90.

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Alternate proposals need to be considered to alleviate the traffic down Highway 90 other than tearing up and destroying the Milton, Florida and the beautiful historic downtown just to widen the road for convenience.

SAVE OUR COMMUNITY.....DO NOT APPROVE THIS DEVASTATING PLAN TO DESTROY HISTORIC DOWNTOWN MILTON, FLORIDA. DON'T DESTROY ONE COMMUNITY TO ACCOMADATE ANOTHER.

Thank you, Katie Nickens (Proud Milton, Florida Resident)

FIGURE 4 - SUBMITTED DOCUMENT

Design Charrette Recommendations

The following design criteria were the consensus of the City Council, Community Improvement Board, Historic Preservation Board and Planning Board reached during the Design Charrette on April 15, 2023.

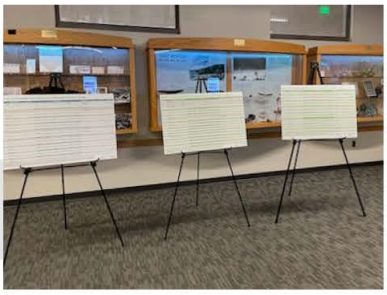
1. Recommended Design Speed	25 MPH
2. Recommended Target Speed	25 MPH
3. Recommended Speed Limit	25 MPH
4. Recommended Travel Lane Width	10 Feet Wide
5. Recommended Median Width	No Median through Downtown Corridor to maintain all crossings
6. Recommended Turn Lane Width	Minimum Required
7. Recommended Sidewalk Width	5-6 Feet Wide
8. Recommended Bike Lane Width	Alternate Route from Stewart St. to River
9. Recommended Total Right-Of-Way Width	Varied as needed, maximum 50 feet wide
10. Recommended Stormwater Facilities	Underground through Downtown
11. Recommendation for the use of Slip Lanes	No Slip Lanes in Downtown
12. Project Aesthetics	Maximize all
13. Recommendation for closing Willing Street	Close Willing St. north of Caroline St.
14. Recommendation for Traffic Lights	Red lights at Elmira, Canal, and Stewart only

PUBLIC WORKSHOP SUMMARY

APRIL 8, 2026 - 10:30 AM

Gulf Breeze Community Center,
800 Shoreline Dr, Gulf Breeze, FL 32561

NO COMMENTS RECEIVED







Submitted Letter 3

Jarah V. Jacquay
Pensacola, Florida | jarah@jjacquay.com
April 14, 2026

Florida-Alabama Transportation Planning Organization
c/o Emerald Coast Regional Council
Attn: TPO Staff / Public Comment
P.O. Box 11399
Pensacola, FL 32524
RE: Public Comment on Draft FY 2028–2032 Transportation Project Priorities

Dear TPO Board Members and Staff,
I write in my personal capacity as a resident of Pensacola and as someone who has spent the past four years engaged in transportation planning, multimodal connectivity, and community development across the Florida-Alabama TPO region. I appreciate the opportunity to comment on the draft FY 2028–2032 project priorities and want to begin by thanking the TPO staff and the Emerald Coast Regional Council for the quality and accessibility of the public engagement process.
My comments address three areas: first, specific projects I urge the TPO to affirm or strengthen in the final priority lists; second, the broader investment balance between road capacity and multimodal infrastructure, viewed through the lens of fiscal stewardship and long-term return on investment; and third, the alignment between TPO priorities and the adopted plans of the City of Pensacola, which should serve as a governing framework for how we invest in this community's transportation future.
I. Projects I Support and Urge the TPO to Prioritize
SUN Trail Priority #1: Downtown Pensacola Waterfront Connector Trail, Phase 2 (Table 12). *I strongly support the #1 ranking of this project. The 1.36-mile trail network from Cypress Street and South Pace Boulevard to East Main Street and South Tarragona Street will close a critical gap in the SUN Trail network through downtown Pensacola. This project carries out a key component of the Urban Core Community Redevelopment Plan and directly implements the City's Active Transportation Plan (adopted August 2023). The City has already invested in public involvement and preliminary design through the SCAPE/AtkinsRéalis-led SUN Trail alignment workshop held in February 2026. Main Street, which this trail will parallel, carries an average annual daily traffic count of 20,000 vehicles and has been the site of nine documented bicycle and pedestrian crashes since 2018. This project is not speculative—it is designed, publicly vetted, and ready to advance. I urge the TPO to affirm its top priority status.*
SUN Trail Priority #2: Soundview Trail Pathway (Table 12). *The 12-foot asphalt multi-use pathway from Shoreline Drive/US 98 to the Bob Sikes Bridge and Gulf Islands National Seashore will provide a dedicated, separated route connecting to the Florida National Scenic Trail and the Great NW Coastal Trail. Preliminary engineering is funded for FY 2028. I support the project and urge the TPO to prioritize construction funding in*

subsequent fiscal years. This connection directly supports the tourism economy that generates a significant share of the region's tax base.

Bayfront Parkway Multi-Use Path, SR 196 (Table 12, Fully Funded). *I acknowledge and appreciate the full funding of the $8.87 million Bayfront Parkway trail project from South Tarragona Street to North 14th Avenue. This segment is a critical link in Pensacola's emerging waterfront trail system and a connective spine for the broader east-west active transportation network the City and County have been planning for years. I encourage timely delivery and close attention to design quality, ensuring the facility meets FDOT SUN Trail standards for width, surface, and intersection treatment.*

Transportation Alternatives Priorities (Table 5). *I support all four TA priorities, and wish to highlight several:*

TA Priority #3: West Jackson Street Sidewalk *(North E Street to North A Street, $750,939). This project advances the Reimagine Jackson Street Master Plan—a joint City-County initiative that has been in development for years and is supported by both the Westside CRA Plan (2007 and 2025 Update) and the City's Active Transportation Plan. The Jackson Street corridor was identified in the ATP process as a parallel route to the High Injury Network on Cervantes Street, suitable for safety improvements and bicycle facilities*

- *Residents along this corridor have been requesting safe pedestrian infrastructure for over a decade. This is one of the most cost-effective safety interventions available: a sidewalk investment under $800,000 on a corridor where the human and fiscal costs of crashes, emergency response, and healthcare far exceed the capital outlay.*
- ***TA Priority #2: East Maxwell Street Multi-Use Path*** *(North Palafox Street to North Hayne Street, $622,927). This facility enhances connectivity in the urban core and is consistent with the ATP's future network map for protected and separated facilities.*
- ***TA Priority #4: Fort Pickens Road/Pensacola Beach Boulevard Shared Use Path*** *($408,357 for safety and ADA improvements). This corridor serves both residents and the tourism economy that is foundational to our region's fiscal health. Every serious crash on this corridor carries costs—in emergency response, in liability, and in the reputational risk to a destination economy—that far exceed the cost of prevention.*

Non-SIS Priorities of Note. *I also support several projects on the Non-SIS priority list that reflect Complete Streets and multimodal design principles:*

- ***Priority #10: Davis Highway/Dr. Martin Luther King Jr. Drive Two-Way Conversion*** *(Wright Street to Fairfield Drive). Converting this one-way pair back to two-way traffic is a reconfiguration that will calm speeds, improve wayfinding, and create a more walkable corridor—consistent with the ATP and national best practice for urban street design. Two-way conversions consistently demonstrate positive effects on adjacent commercial property values and small business revenue.*
- ***Priority #22: US 90 (W. Cervantes Street) Corridor Improvement and Lane Elimination*** *(Dominguez Street to A Street). Cervantes Street is on Pensacola's High Injury Network. A lane elimination study is an essential step toward reducing the crash toll on this corridor, which imposes substantial costs on emergency services, healthcare systems, and the families who live alongside it. The City's SS4A Safety Action Plan (December 2024) documents the crash concentration here.*
- ***Priority #25: US 98 Multimodal Overpass (Gulf Breeze).*** *While this project is geographically distinct from the pedestrian bridge concepts being studied under the USDOT Reconnecting Communities Pilot Grant in the Ferry Pass/Scenic Highway corridor, it signals important regional demand for grade-*

separated multimodal crossings. I support its continued inclusion and would encourage the TPO to recognize that this demand exists at multiple points across the region—not just in Gulf Breeze.

II. Fiscal Stewardship: The Long-Term Cost of the Current Investment Balance

I want to raise a concern about the overall composition of the priority lists—not as a criticism of any individual project, but as a question of fiscal prudence and long-term return on investment.

The SIS priority list (Table 2) is anchored by the six-laning of I-10 from the state line to east of Nine Mile Road—a project with over $200 million in programmed construction funding in a single segment, and additional hundreds of millions across subsequent segments stretching into Okaloosa County. The Non-SIS list (Table 1) is dominated by road-widening projects: Pine Forest Road, Nine Mile Road, Sorrento Road, US 29 Connector, and multiple segments of US 90 in Santa Rosa County. These are significant investments. They are also investments that carry significant long-term maintenance obligations. Every lane-mile added to the system creates a perpetual liability in the form of resurfacing, drainage maintenance, signal operations, and eventual reconstruction. The question is whether the return on those obligations—measured in economic productivity, safety, resilience, and quality of life—justifies the commitment relative to other available investments.

Against this backdrop, the entire SUN Trail priority list contains two projects. The entire Transportation Alternatives list contains four. Alabama has zero alternative mode projects. The Escambia County public transportation priorities (Table 7) are essentially flat-funded maintenance of existing ECAT services—no new routes, no service expansion, no capital investment in transit beyond fleet replacement.

Trail and sidewalk infrastructure, by contrast, delivers an outsized return per dollar invested. The construction cost is a fraction of roadway widening. The maintenance burden is dramatically lower—a multi-use trail does not require signal timing, does not generate stormwater runoff at the same rate as impervious roadway, and does not impose the same structural loads that drive resurfacing cycles. And the economic return is well documented: comparable greenway projects in Atlanta, Miami, Indianapolis, and across Florida have generated measurable increases in adjacent property values, new business formation, tourism spending, and public health savings that reduce the long-term burden on county healthcare and emergency services.

I am not arguing that road capacity projects are unnecessary. I-10 congestion is real, and growth in Santa Rosa County is straining corridors that were built for a different era. But every dollar committed to a lane-widening project is a dollar unavailable for a trail, a sidewalk, or a transit improvement—and the lifecycle cost profile of these investments is radically different. A region that concentrates its transportation spending almost exclusively in road capacity is making a bet that automobile dependence will remain both fiscally sustainable and sufficient for all residents. The data do not support that bet. I encourage the TPO Board to consider whether the current ratio of road capacity to multimodal investment reflects sound long-term fiscal stewardship—and whether modest rebalancing would yield a higher total return for the region.

III. Planning Alignment: TPO Priorities Should Reinforce Adopted Local Plans

Pensacola is at a pivotal moment in transportation planning. The following adopted plans and active initiatives form a coherent policy framework that the TPO's priorities should reinforce:

- ***City of Pensacola Active Transportation Plan (August 2023):*** *Establishes a future network map of trails, protected bicycle facilities, neighborhood greenways, and intersection improvements. The SUN Trail and TA projects in the TPO priorities directly implement this plan. The ATP's core goal is to*

accommodate all community members and provide real transportation alternatives—a goal that improves resilience by reducing the system's dependence on any single mode.

- ***Safe Streets and Roads for All (SS4A) Safety Action Plan (December 2024):*** *Identifies the High Injury Network and recommends countermeasures for the corridors where crashes concentrate. Every fatal or serious-injury crash carries quantifiable costs: emergency response, medical treatment, lost productivity, and legal liability. The Cervantes Street lane elimination study (Non-SIS Priority #22) and the downtown trail projects are direct countermeasures to these documented safety failures.*
- ***USDOT Reconnecting Communities Pilot Grant (Escambia Bay Waterfront Access Study):*** *A $1.2 million federal planning grant awarded to study multimodal connectivity in the Ferry Pass and West Pensacola communities—specifically addressing the barriers created by I-10, US-90, and the CSX rail corridor. Federal investment of this kind is a signal of confidence in the region's multimodal potential and the economic productivity that improved connectivity unlocks. The TPO's priorities should build on that federal commitment, not leave it stranded.*
- ***Pensacola Waterfront Framework Plan (SCAPE, 2019):*** *Establishes the urban design vision for Pensacola's bayfront, including the trail alignments and public realm improvements that the SUN Trail Downtown Waterfront Connector is now bringing to fruition. This plan was developed in part to maximize the economic return on waterfront assets that are currently underperforming.*
- ***Community Redevelopment Plans (Westside CRA 2025 Update; Urban Core CRA 2025):*** *Both plans prioritize transportation connectivity, walkability, and economic revitalization. The Westside CRA Plan has listed the Jackson Street bicycle and pedestrian corridor as a major initiative since 2007. CRA districts exist to catalyze private investment—and the transportation infrastructure that makes a district investable is precisely the kind of multimodal, pedestrian-scale infrastructure on the TA priority list.*
- ***Florida Greenways and Trails System (FGTS) Priority Network:*** *The Scenic Highway corridor is designated on the FGTS Priority Land Trail network, making it eligible for SUN Trail program funding. While the Scenic Highway segment does not appear as a standalone SUN Trail priority in the current draft, I encourage the TPO and the City to consider its inclusion in future priority cycles as the RCP planning study and the corridor framework plan advance.*

Taken together, these plans represent a community that has done the planning work. The policy foundation is laid. What is needed now is investment that matches the vision. The TPO's priority lists are the mechanism through which that match is made—or missed.

IV. Resilience, Redundancy, and the Communities That Have the Fewest Options

I want to close with a word about resilience—understood not as an abstraction, but as the practical capacity of a transportation system to function under stress and to serve all of the people who depend on it.

Pensacola sits in one of the most hurricane-vulnerable corridors in the United States. Our project area ranks above the 90th percentile nationally for expected building loss rate from natural disasters. When a major storm disrupts the road network—as Ivan, Sally, and others have demonstrated—the communities with the fewest alternatives are the most exposed. A household with two cars and the means to evacuate faces a disruption. A household with no car, no sidewalk to the nearest transit stop, and no safe bicycle route faces a crisis.

Nearly 4,400 households in the corridors served by these multimodal projects lack access to a vehicle. Only 17.8% of Ferry Pass residents and 38.2% of West Pensacola residents live within a 10-minute walk of a park or open space. Adult obesity rates in Escambia County stand at 35%, with physical inactivity rates at 25%—figures that translate directly into healthcare costs borne by employers, insurers, and taxpayers. These are not statistics

offered for rhetorical effect. They describe the operating conditions of a transportation system that has, for decades, invested almost exclusively in automobile infrastructure—and the predictable consequences for the residents who cannot fully participate in that system.

Trail and sidewalk investments in these corridors are among the most cost-effective tools available for improving community resilience. They provide transportation redundancy during disruptions. They reduce chronic disease burdens that strain the healthcare system and suppress workforce productivity. They connect residents to jobs, schools, groceries, and medical care without requiring vehicle ownership—expanding the effective labor force and consumer base. And they do all of this at a fraction of the construction and lifecycle cost of adding lane capacity to a highway.

The projects I have highlighted in this letter serve the communities that carry the greatest transportation burden and have the fewest alternatives. Investing in their connectivity is not charity. It is the highest-return infrastructure investment available to this region, and it is the foundation of a resilient system that functions for everyone—in fair weather and foul.

V. Summary of Requests

In summary, I respectfully request that the TPO:

1. *Affirm the #1 SUN Trail ranking of the Downtown Pensacola Waterfront Connector Trail, Phase 2, and ensure construction funding is programmed.*

2. *Support the Soundview Trail Pathway and advance construction funding beyond the FY 2028 PE allocation.*

3. *Maintain and strengthen the Transportation Alternatives priorities, particularly the West Jackson Street sidewalk and East Maxwell Street multi-use path.*

4. *Advance the Davis Highway two-way conversion and the Cervantes Street lane elimination study as projects consistent with adopted City plans and the SS4A Safety Action Plan.*

5. *Ensure timely delivery and design quality for the fully funded Bayfront Parkway multi-use path.*

6. *Evaluate the overall balance of road capacity vs. multimodal investment in the priority lists through the lens of lifecycle cost, long-term maintenance obligations, and total return on investment—and work toward alignment with the City's Active Transportation Plan and related adopted policies.*

7. *Consider including the Scenic Highway corridor as a future SUN Trail priority as planning work under the USDOT RCP grant and the corridor framework plan matures.*

Thank you for your service to this region and for the opportunity to provide input. I am available to discuss any of these comments in greater detail and welcome the chance to do so.

Respectfully submitted,

Jarah V. Jacquay
Pensacola, Florida
jarah@jjacquay.com

From: Caitlin Cerame <CCerame@cityofpensacola.com>
Sent: Friday, May 1, 2026 3:09 PM
To: Gary Kramer <gary.kramer@ECRC.org>
Subject: TPO Project Priorities

CAUTION: 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.

Hi Gary,

The City requests changes to the Non SIS list, additions to the TSM list, and a question about adding a new project at the bottom of the SIS list

Recommended Changes to Non-SIS Priorities

- Currently #10 MLK/Alcaniz and Davis ~~two-way conversion~~ Safety Improvements ROW and Construction
- Currently #22 US 90 (W. Cervantes Street) ~~Road Diet~~ Safety Improvements Construction

Would it be possible and appropriate to add the Removal of the I-110 Off Ramp around the Bay Center as a project to the Non-SIS list? Doesn't look like the ramp is on the SIS.

Recommended Additions to Table 4 Transportation System Management (TSM) Project Priorities

- Garden and Palafox
- A and Garden
- 9th and Blount
- 9th and Jordan

Thanks,

Caitlin Cerame, AICP
Transportation Planner
Visit us at cityofpensacola.com
Address: 222 W. Main St. Pensacola, FL 32502
Office: 850.436.5689
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Florida has a very broad public records law. As a result, any written communication created or received by the City of Pensacola officials and employees will be available to the public and media upon request, unless otherwise exempt. Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this office. Instead, contact our office by phone or in writing.

THE CITY OF PENSACOLA
WHERE FLORIDA BEGINS

April 8, 2026 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 2 Other Transportation Needs. Are any studies currently identified for this priority?**
   Yes, several studies are proposed in the UPWP annually. This item is a placeholder to ensure future funds for planning studies.
2. **Table 1 – Non-SIS Priorities 15 and 16. Sorrento/Gulf Beach Highway from Blue Angel Parkway to Navy Boulevard. It was mentioned that these two projects should have moved up when Sorrento from Innerarity Point to Blue Angel was moved up on the priority list.** *The greater the length of the segment, the higher the total cost of the project. FDOT splits projects into segments during the Design Phase to actual projects that can be affordable to construct. The TPO Board ranked the portion from Innerarity Point to Blue Angel to #5 a few years ago because of safety and congestion and deemed it a higher priority than the segments from Blue Angel Parkway to Navy Boulevard.*
3. **Table 1 – Non-SIS Priority 25. US 98 Multimodal Overpass. The location of this project was requested, and it was mentioned that the priority should be for Construction instead of Right-of-Way.**
   The location of this project is at Daniel Drive and US 98. With the overpass being for golf carts. The priority will be changed to Construction.
4. **Table 2 – SIS Priorities 14-17. Blue Angel Parkway from US 98 to Pine Forest Road. It was mentioned that the priorities for these projects should be 4-lanes instead of 6-lanes.**
   Changes will be made.
5. **Table 7 Escambia County Public Transportation Priorities. The status of the conversion of the bus fleet to electric and low emission fuels was requested.**
   ECAT was given the opportunity to change the propulsion type for the awarded FY24 LONO vehicles. At that time Escambia County placed a formal request to change the electric vehicles to hybrid vehicles. In March 2026, a notice to proceed was sent to the vendor, Gillig, for 11 hybrid 35' buses.
6. **A comment was made regarding the amount of time it has taken to complete the Resurfacing project on Gulf Beach Highway.**
   Comment noted.
7. **A comment was made regarding the due date for comments on the draft Project Priorities.**
   The due date for comments on the draft Project Priorities is May 1, 2026.

Appendix D – Resolution FL-AL 26 – 07

RESOLUTION FL-AL 26-07

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2028-2032 PROJECT PRIORITIES

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 Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the governor of the state of Florida and the governor of the state of Alabama, to the Federal Transit Administration (FTA), and through the state of Alabama and state of Florida to the Federal Highway Administration (FHWA); and

WHEREAS, public outreach occurred from March 10 — April 30. 2026 TPO, advisory committee workshops were held on March 11 and April 8, 2026, and public workshops were held on April 7 and 8, 2026; and

WHEREAS, the initial step in the development of the TIP is for the TPO to submit its transportation project priorities for all modes of travel to the Florida Department of Transportation (FDOT) prior to July 1st; and

WHEREAS, the project priorities document is also submitted annually to the Alabama Department of Transportation (ALDOT) even though it is considered part of the Transportation Improvement Program which ALDOT only requires every four years;

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

The TPO adopts the FY 2028 - FY 2032 Project Priorities, with any changes approved by the TPO board.

Passed and duly adopted by the Florida- Alabama Transportation Planning Organization on this 13th day of May 2026

FLORIDA- ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chair

ATTEST: _____