

**TRANSPORTATION PLANNING ORGANIZATION MEETING**  
**Wednesday, May 13, 2026, at 9:00 a.m.**

**TCC/CAC MEETINGS TO BE HELD ON:**

**Tuesday, May 12, 2026**

Technical Coordinating Committee (TCC) Meeting- **10:00 A.M.**

Citizens' Advisory Committee (CAC) Meeting - **1:30 P.M.**

**ALL MEETING WILL BE HELD AT THE**

**Bayview Community Center 2001 E Lloyd St, Pensacola, FL 32503**

**CALL TO ORDER / INVOCATION / PLEDGE / BOARD MEMBER ROLL CALL** - *Chair Steven Barry*

**APPROVAL OF AGENDA**

Any new action items to be added to the agenda must be approved by a vote of two thirds (2/3) of the TPO members present.

**PUBLIC FORUM:**

*Please obtain a speaker request form from ECRC staff. Speakers are asked to limit their remarks to three minutes.*

**FDOT/ALDOT/FDEP UPDATES AND PRESENTATIONS:**

- 1. FDOT Update** - *Bryant Paulk, AICP, or Christy Johnson, AICP, FDOT Urban Liaisons*
- 2. ALDOT Update** - *Vincent Beebe, P.E., ALDOT*
- 3. FDEP Update** - *Cassidy Haney, Florida Department of Environmental Protection Office of Greenways and Trails*
- 4. DRMP ITS Presentation** - *Summer Beach Monitoring Update – Deston Taylor, DRMP*

**CONSENT:**

- 1. ALL COMMITTEES** - Approval of February 2026 Meeting Minutes

- 2. ALL COMMITTEES** – Consideration of Resolution FL-AL 26-14 Adopting the Fiscal Year (FY) 2027 – FY 2028 Florida-Alabama Transportation Planning Organization (TPO) Unified Planning Work Program (UPWP) – *Kandase Lee, ECRC CEO*

**ACTION:**

- 1. ENCLOSURE A – ALL COMMITTEES – ROLL CALL VOTE** – Consideration of Resolution FL-AL 26-09 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for Benny Russell Park from Benny Russell Park to Hamilton Lane Multi-Use Path Project for Financial Project Identification (FPID) Number 4573521 in FY 2026/2027 at a Total Cost of \$410,178- *Bryant Paulk, AICP, FDOT*
- 2. ENCLOSURE B – ALL COMMITTEES – ROLL CALL VOTE** – Consideration of Resolution FL-AL 26-10 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for North Hayne Street from East Blount Street to East Avery Street Hollice T. Williams Storm Water Park Community Connector Under Interstate-110 Project for Financial Project Identification (FPID) Number 4582681 in FY 2025/2026 at a Total Cost of \$10,000,000- *Bryant Paulk, AICP, FDOT*
- 3. ENCLOSURE C – ALL COMMITTEES – ROLL CALL VOTE** -Consideration of Resolution FL-AL 26-11 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for the Deaton Bridge Drive Railroad Crossing #339779Y Safety Project for Financial Project Identification (FPID) Number 4582641 in FY 2025/2026 at a Total Cost of \$110,802 - *Bryant Paulk, AICP, FDOT*
- 4. ENCLOSURE D – ALL COMMITTEES – ROLL CALL VOTE** – Consideration of Resolution FL-AL 26-12 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for Guidy Lane over Unnamed Branch Bridge No. 484023 Bridge Replacement Project for Financial Project Identification (FPID) Number 4489672 in FY 2026/2027 at a Total Cost of \$4,738,655- *Bryant Paulk, AICP, FDOT*
- 5. ENCLOSURE E – ALL COMMITTEES – ROLL CALL VOTE** – Consideration of Resolution FL-AL 26-13 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for Industrial Boulevard Railroad Crossing #353876S Safety Project for Financial Project Identification (FPID) Number 4562651 in FY 2025/2026 at a Total Cost of \$115,019- *Bryant Paulk, AICP, FDOT*

- 6. ENCLOSURE F – ALL COMMITTEES – (ROLL CALL VOTE AND PUBLIC HEARING) –** Consideration of Resolution FL-AL 26-08 Adopting the Florida-Alabama TPO FY 2027-2031 Transportation Improvement Program (TIP) – *Gary Kramer, ECRC Staff*
- 7. ENCLOSURE G – ALL COMMITTEES – ROLL CALL VOTE –** Consideration of Resolution FL-AL 26-07 Adopting the FL-AL FY 2028-2032 Project Priorities – *Gary Kramer, ECRC Staff*
- 8. ENCLOSURE H – ALL COMMITTEES –** Consideration of Resolution FL-AL 26-17 Amending the Fiscal Year (FY) 2025 – FY 2026 Florida-Alabama Transportation Planning Organization (TPO) Unified Planning Work Program (UPWP) to De-obligate PL and SU Funds – *Kandase Lee, ECRC CEO*
- 9. ENCLOSURE I – ALL COMMITTEES –** Consideration of Resolution FL-AL 26-20 Authorizing the Chair to Execute the Revised Joint Participation Agreement Between Florida Department of Transportation and the FL-AL TPO – *Kandase Lee, ECRC CEO*
- 10. ENCLOSURE J – ALL COMMITTEES –** Consideration of Resolution FL-AL 26-18 Adopting the Scope of Services for the Florida-Alabama TPO Regional Freight Network Plan — Highways of Commerce Update- *Eric Christianson, ECRC Staff*
- 11. ENCLOSURE K – ALL COMMITTEES –** Consideration of Resolution FL-AL 26-16 Adopting the Pace Boulevard (SR 292) Corridor Management Plan (CMP) from Barrancas Avenue to West Fairfield Drive and Endorsing Implementation of Transportation Strategies and Projects Identified in the Plan – *Cory Wilkinson, HDR Staff*
- 12. ENCLOSURE L – TPO ONLY –** Consideration of Resolution FL-AL 26-15 Recommending RideITL Cares, Inc. as the Designated Single Community Transportation Coordinator for Escambia County – *Howard Vaselow, ECRC Staff*
- 13. ENCLOSURE M – ALL COMMITTEES –** Nomination and Election of TPO Board, TCC, and CAC Chair and Vice Chair for FY 2027 – *Kandase Lee, ECRC CEO*

**INFORMATION ITEMS - (no presentation necessary)**

1. TCC and CAC February 2026 Meeting Minutes
2. Amendment to the FY 2026-2030 Transportation Improvement Program (TIP) Letter
3. FDOT MPO Joint Certification

#### 4. 2026 FL-AL TPO Meeting Schedule

**OTHER BUSINESS** - The next Florida – Alabama TPO meeting will be held on **Wednesday, August 12, 2026, at 9:00 a.m.** Advisory committee meetings will be held on Tuesday, August 11, 2026. The TCC will meet at 10:00 a.m. and CAC will meet at 1:30 p.m. All meetings will be held at the **Gulf Breeze Community Center; 800 Shoreline Dr, Gulf Breeze, FL**

#### ADJOURNMENT

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

*Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability, or family status. Reasonable accommodations for access will be made in accordance with the American with Disabilities Act and for languages other than English. Please notify ECRC Public Involvement of any special requirements or requests at [publicinvolvement@ecrc.org](mailto:publicinvolvement@ecrc.org) or email Leandra Meredith at [Leandra.Meredith@ecrc.org](mailto:Leandra.Meredith@ecrc.org). You may also call 1800-226-8914 or 1-800-955-8771 for TTY-Florida. All requests should be made at least 48 hours in advance.*

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



# **PUBLIC FORUM**

# **UPDATES & PRESENTATIONS**

# **FDOT UPDATE**

# **ALDOT UPDATE**

# FDEP UPDATE

# **DRMP ITS PRESENTATION ITEM**

# CONSENT AGENDA

# **APPROVAL OF MINUTES**

**FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION (TPO)**  
**MEETING MINUTES**  
**EMERALD COAST REGIONAL COUNCIL (Designated Staff)**  
**Bayview Community Center 2001 E Lloyd St, Pensacola, FL 32503**  
**February 11, 2026**

**MEMBERS IN ATTENDANCE:**

Steven Barry, Chair	Escambia County
Kerry Smith	Santa Rosa County
Ashley Hofberger	Escambia County
JB Schluter	City of Gulf Breeze
Heather Lindsay	City of Milton
Casey Jones	City of Pensacola
Allison Patton	City of Pensacola
Rhett Rowell	Santa Rosa County
Ray Eddington	Santa Rosa County
Bobby Burkett	Santa Rosa County

**MEMBERS NOT IN ATTENDANCE:**

Charles F. Gruber	Baldwin County
Steve Stroberger	Escambia County
Mike Kohler	Escambia County
Lumon May	Escambia County
Jerry Johnson	City of Orange Beach
Charles Bare	City of Pensacola
Jared Moore	City of Pensacola
Delarian Wiggins	City of Pensacola
Colten Wright	Santa Rosa County

**OTHERS IN ATTENDANCE**

Bryant Paulk	FDOT
Christy Johnson	FDOT
Schott Davidson	Hurlburt Field
Cory Wilkinson	HDR
Chris Phillips	Jacobs
Dan Schabler	Wharton Smith
Deston Taylor	DRMP
Keith Bowe	Citizen
Mary Beth Washnock	Gund Management Group
Mary Morgan	HDR
Kaylor Collins	FDOT
Amy DuRusso	FDOT
Mimi Taylor	PNS Airport

Ben Faust	DRMP
Wendy Gavin	City of Pensacola
Caitlin Cerame	City of Pensacola

**EMERALD COAST REGIONAL COUNCIL STAFF**

Kandase Lee  
Tiffany Bates  
Rae Emary  
Leandra Meredith  
Tammy Neal  
Gabrielle McVoy  
Jill Nobles  
Virtual Attendance:  
Gary Kramer

**CALL TO ORDER/INVOCATION/PLEDGE/BOARD MEMBER ROLL CALL**

Chair Steven Barry called the meeting to order.

Mayor JB Schluter delivered the invocation and led the Pledge of Allegiance. Tiffany Bates, TPO staff, conducted the roll call and confirmed that a quorum was present.

**APPROVAL OF AGENDA**

Chair Steven Barry asked if any members wished to add items to the agenda. Commissioner Ashley Hofberger raised a question regarding a potential letter of support related to the Pensacola Beach shared use path ADA upgrades project. Discussion clarified that the Escambia County Board of County Commissioners had already acted regarding the request and that the TPO could not formally support the project outside the Transportation Alternatives ranking process.

**Mayor Schluter moved to approve the agenda as provided. The motion was seconded by Councilmember Patton, and it was unanimously approved.**

**PUBLIC FORUM**

Keith Bove addressed the board regarding transportation infrastructure efficiency and project coordination and emphasized concerns related to delays between phases of roadway construction projects and the impacts those delays can have on safety and accessibility. Keith Bove referenced ongoing work along Gulf Beach Highway and expressed concern that interruptions in project sequencing can result in unfinished sections that create traffic hazards and potentially limit emergency vehicle access. Keith Bove encouraged the TPO and partner agencies to focus on improving project efficiency and reducing gaps between construction phases.

Mary Beth Washnock spoke on behalf of Gude Management Group and Benesh regarding an upcoming route redesign initiative for Escambia County Area Transit (ECAT). Mary Beth Washnock explained that the project is an implementation plan rather than a traditional study and will involve surveys, data collection, and stakeholder input to evaluate ECAT's routes and operations. Mary Beth Washnock invited TPO members to provide feedback or recommendations as the project progresses.

**FDOT Update – Bryant Paulk, AICP., FDOT**

Bryant Paulk announced an upcoming public meeting regarding a multi-use path project along Blue Angel Parkway between Gulf Beach Highway and Sorrento Road. The meeting will be held on April 21 from 5:30 p.m. to 6:30 p.m. at Liberty Church on Blue Angel Parkway and will also include an online participation option. Bryant Paulk explained that the project is currently in the design phase and is anticipated to move into construction in Fiscal Year 2027. No additional questions were raised by board members.

**ALDOT Update – Vincent Beebe, P.E., ALDOT**

Vince Beebe reported that construction continues on the bridge project over the Intracoastal Waterway associated with improvements to State Route 161. The project is anticipated to be completed and open to traffic during the summer.

Vince Beebe also noted that ALDOT is conducting alternative analysis for improvements at the intersection of State Route 180 and State Route 161 and will begin the National Environmental Policy Act (NEPA) process once a preferred alternative is identified. Additionally, pedestrian improvements are being evaluated along State Route 182, including the addition of crosswalks at strategic locations.

**FDEP UPDATE**

Cassidy Haney with the Florida Department of Environmental Protection Office of Greenways and Trails provided two updates and explained that statewide regional trail corridor status maps were updated at the end of 2025 and are now available through the agency's website and GIS mapping systems.

Cassidy Haney also discussed the U.S. 90 Trail Corridor Alliance initiative. The proposed corridor extends approximately 430 miles from Escambia and Santa Rosa counties across the state to Nassau and Duval counties. Cassidy Haney noted that the trail is currently only five to six percent complete and the agency is working to build partnerships to advance the project.

During discussion, a board member asked whether funding would be available through the SUN Trail program during the current cycle. Cassidy Haney explained that SUN Trail funding eligibility depends on whether projects are located within a designated Florida Greenways and Trails Priority Corridor and noted that FDOT administers the funding.

**PRESENTATION – SORRENTO ROAD SAFETY REVIEW**

Mary Morgan, HDR Engineering, presented an update regarding the Sorrento Road safety review, explaining that the review was initiated following a request from the Florida–Alabama TPO in August 2025. The study corridor extends approximately 10.3 miles along State Road 292 from Innerarity Point Road to State Road 295 (Navy Boulevard).

Mary Morgan reported that the analysis reviewed crash data from January 2020 through September 2025. During that time approximately 1,100 crashes occurred along the corridor, including 18 fatalities and 43 serious injuries. The analysis categorized crashes into segment-related and intersection-related incidents, with the most common crash types including rear-end collisions, lane-departure crashes, and intersection angle collisions.

Mary Morgan noted that several safety improvement projects were completed between 2020 and 2023, including turn lanes, lighting, vibratory pavement markings, pedestrian accommodations, and traffic signal improvements. Preliminary crash analyses indicate that some locations have experienced a significant reduction in serious injury crashes following those improvements.

Two additional projects are scheduled that include safety enhancements such as paved shoulders, upgraded pavement markings, high-friction pavement, signal upgrades, crosswalk improvements, and pedestrian accessibility features. Crash reduction factors associated with these countermeasures suggest potential reductions in crash frequency ranging from approximately 15 to 62 percent.

Mary Morgan explained that FDOT will continue evaluating additional countermeasures and will coordinate with stakeholders including Escambia County, the Escambia County Sheriff's Office, and the Emerald Coast Regional Council. Following stakeholder engagement and feasibility analysis, FDOT will present recommended next steps to the TPO.

No questions were raised by board members following the presentation.

**CONSENT:**

- 1. ALL COMMITTEES - Approval of November 2025 Meeting Minutes**  
**Mayor Lindsay moved to approve the November 2025 Meeting Minutes.**  
**Commissioner Burkett seconded the motion, and it was unanimously approved.**

**ACTION:**

- 1. ENCLOSURE A – ALL COMMITTEES – ROLL CALL VOTE – Consideration of Resolution FL-AL 26-02 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for SR 727/SR 295 (Fairfield Drive) from North 65th Avenue to West Highland Drive, a Lighting Project, for Financial Project Identification (FPID) Number 4568692 in FY 2025/2026 at a Total Cost of \$25,000 - *Bryant Paulk, AICP, FDOT***

Bryant Paulk presented Resolution FL-AL 26-02, which amends the Transportation Improvement Program to add construction funding for a lighting project along Fairfield Drive from North 65th Avenue to West Highland Drive. The project totals \$25,000 and will be administered through a lighting agreement with Florida Power and Light (FPL).

**Mayor Lindsay moved to authorize the TPO chair to sign Resolution FL-AL 26-02 amending the FY 2026-2030 TIP. Councilmember Jones seconded the motion.**

Roll Call Vote

Commissioner Steven Barry	Yes
Commissioner Kerry Smith	Yes
Commissioner Ashley Hofberger	Yes
Mayor JB Schluter	Yes
Mayor Heather Lindsay	Yes
Council Member Casey Jones	Yes
Council Member Allison Patton	Yes
Commissioner Rhett Rowell	Yes
Commissioner Ray Eddington	Yes
Commissioner Bobby Burkett	Yes

**The motion was unanimously approved.**

- 2. ENCLOSURE B - ALL COMMITTEES - ROLL CALL VOTE - Consideration of Resolution FL-AL 26-03 Amending the FY 2026-2030 Transportation Improvement Program to Change the Project Description and Limits for Financial Project Identification (FPID) Number from "North Hayne Street from East Cervantes Street to East Blount Street with a Mileage of 0.459 Mile" to "East Gonzalez Street to East Blount Street with a Mileage of 0.27 Mile" at a Total Cost of \$918,634- Bryant Paulk, AICP, FDOT**

Bryant Paulk presented Resolution FL-AL 26-03, which amends the Transportation Improvement Program to modify the project limits for the North Hayne Street multi-use path project. The project limits will change from East Cervantes Street to East Blount Street to a revised segment extending from East Gonzalez Street to East Blount Street, reducing the project length due to budget considerations while maintaining a total project cost of \$918,634.

**Councilmember Patton to authorize the TPO chair to sign Resolution FL-AL 26-03 amending the FY 2026-2030 TIP. Council Member Jones seconded the motion.**

Roll Call Vote

Commissioner Steven Barry	Yes
Commissioner Kerry Smith	Yes
Commissioner Ashley Hofberger	Yes
Mayor JB Schluter	Yes
Mayor Heather Lindsay	Yes
Council Member Casey Jones	Yes
Council Member Allison Patton	Yes
Commissioner Rhett Rowell	Yes
Commissioner Ray Eddington	Yes
Commissioner Bobby Burkett	Yes

**The motion was unanimously approved.**

**3. ENCLOSURE C – ALL COMMITTEES – Consideration of Resolution FL-AL 26-01 Adopting the 2026 Transportation Alternatives (TA) Set-Aside Ranked Projects for FDOT District 3 Fiscal Year 2028 – 2032 Tentative Work Program – *Jill Nobles, ECRC Staff***

Jill Nobles presented the recommended ranking for Transportation Alternatives projects to be submitted to FDOT for the Fiscal Year 2028–2032 Tentative Work Program. The three projects submitted for consideration included the East Maxwell Street Multi-Use Path, the West Jackson Street Sidewalk Project, and the Pensacola Beach Shared Use Path Safety and ADA Improvements project. Board members briefly discussed the submitted projects and the evaluation process used to develop the ranking. Staff confirmed that the projects met all requirements of the Transportation Alternatives program and that the rankings must be submitted to FDOT by April 23, 2026.

**Mayor Schluter moved to authorize the TPO chair to sign Resolution FL-AL 26-01 adopting the 2026 Transportation Alternatives (TA) Set-aside ranked projects. Commissioner Rowell seconded the motion, and it was unanimously approved.**

**4. ENCLOSURE D – ALL COMMITTEES – Consideration of Resolution FL-AL 26-04 Approving the 2026 Beach Traffic Monitoring Proposal with DRMP Utilizing \$62,860 of TPO Funds and Requesting Escambia and Santa Rosa Counties to Pay Their Respective Shares of \$41,906.67 and \$20,953.33 – *Kandase Lee, ECRC Staff***

Kandase Lee presented a proposal for beach traffic monitoring services utilizing DRMP. The project will utilize \$62,860 in TPO funds, with cost participation requested from Escambia

County and Santa Rosa County. Board members discussed the value of the program and acknowledged that the monitoring data has clarified seasonal traffic conditions and improving traffic management during high-volume periods.

**Commissioner Eddington moved to authorize the TPO chair to sign Resolution FL-AL26-04 approving the beach monitoring proposal with DRMP utilizing \$62,860 of TPO funds and requesting Escambia and Santa Rosa counties pay their respective shares of \$41,906.67 and \$20,953.33. Commissioner Burkett seconded the motion, and it was unanimously approved.**

- 5. ENCLOSURE E – ALL COMMITTEES – Consideration of Resolution FL-AL 26-05 Approving the Interstate Compact Memorandum of Understanding (MOU), Authorizing the TPO Chair to Execute it, and Directing TPO Staff to Distribute for Signature by all Parties, and to File the Fully Executed MOU with the Appropriate State and Federal Agencies – *Kandase Lee, ECRC Staff***

Kandase Lee presented and explained that the memorandum formalizes coordination between agencies involved in the Florida–Alabama TPO planning process and establishes procedures for cooperation between the participating jurisdictions. Kandase Lee noted that the agreement outlines the roles and responsibilities of participating organizations and provides a framework for continued collaboration between Florida and Alabama partners in regional transportation planning activities.

Board members briefly discussed the purpose of the memorandum and confirmed that the agreement supports the ongoing cooperative planning relationship between the participating agencies.

**Council Member Jones moved to authorize the TPO chair to sign Resolution FLAL 26-05 approving the Interstate Compact Memorandum of Agreement, authorizing the TPO chair to execute it, and directing TPO staff to distribute for signature by all parties, and to file the fully executed agreement with the appropriate agencies. Councilmember Patton seconded the motion, and it was unanimously approved.**

- 6. ENCLOSURE F – ALL COMMITTEES – Consideration of Resolution FL-AL 26-06 Requesting the Florida Department of Transportation District 3 Allocate Additional TMA Funding Towards ITS Equipment Upgrades Necessary for Emergency Vehicle Preemption and Continued Technology Upgrades- *Kandase Lee, ECRC Staff***

Kandase Lee explained that the requested funding would support upgrades to traffic signal technology and ITS equipment necessary to implement emergency vehicle preemption systems and to maintain compatibility with evolving traffic management technologies. The improvements would enhance the ability of emergency responders to move safely and efficiently through signalized intersections while also supporting continued technological upgrades within the regional transportation system.

Board members discussed the importance of maintaining modern traffic signal infrastructure and acknowledged the benefits of emergency vehicle preemption systems in improving response times for public safety agencies.

**Council Member Patton moved to authorize the TPO chair to sign Resolution FL-AL 26-06 requesting FDOT District 3 to allocate additional TMA funding towards ITS equipment upgrades necessary for emergency preemption and continued technology upgrades. Commissioner Hofberger seconded the motion, and it was unanimously approved.**

**PRESENTATIONS: (no action necessary)**

**1. ENCLOSURE G - ALL COMMITTEES - Schedule for Development of the Florida-Alabama TPO FY 2028-2032 Project Priorities - *Gary Kramer, ECRC Staff***

Kandase Lee presented the schedule for the development of the Florida–Alabama TPO FY 2028–2032 Project Priorities. Kandase Lee explained that the schedule outlines the timeline for local governments to submit project priority requests and for the TPO committees and board to review and approve the final prioritized project lists.

Kandase Lee noted that the priority development process allows local jurisdictions to submit transportation project requests for consideration in the upcoming FDOT Work Program cycle. The schedule includes key milestones for project submittals, staff review, committee evaluation, and final adoption by the TPO Board.

Kandase Lee explained that once the priorities are approved by the TPO, the list will be transmitted to FDOT District 3 to be considered during the development of the tentative work program. Kandase Lee encouraged local jurisdictions to coordinate with TPO staff early in the process to ensure that project information and supporting documentation are submitted in a timely manner.

Board members acknowledged the schedule and no additional discussion occurred.

**INFORMATION ITEMS - (no presentation necessary)**

1. TCC and CAC November 2025 Meeting Minutes
2. Amendment to the FY 2026-2030 Transportation Improvement Program (TIP) Letter
3. 2026 FL-AL TPO Meeting Schedule

**OTHER BUSINESS** - The next Florida – Alabama TPO meeting will be held on **Wednesday, May 13, 2026, at 9:00 a.m.** Committee meetings will be held on Tuesday, May 12, 2026. The TCC will meet at 10:00 a.m. and CAC will meet at 1:30 p.m. All meetings will be held at the **Bayview Community Center, 2001 E Lloyd St., Pensacola, FL.**

## **ADJOURNMENT**

# **CONSENT AGENDA ITEM 2**

## **Consent Agenda- Item 2**

### **ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-14 Adopting the Fiscal Year (FY) 2027 – FY 2028 Florida-Alabama Transportation Planning Organization (TPO) Unified Planning Work Program (UPWP)

**ORIGIN OF SUBJECT:** Required by Florida Statute

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** The UPWP is a statement of work identifying the planning priorities and activities to be carried out within a Metropolitan Planning Area (MPA). At a minimum, a UPWP includes a description of the planning work and resulting products and identifies who will perform the work, timeframes for completing the work, the cost of the work and sources of funds. (23 C.F.R. 450.104).

This Florida-Alabama TPO UPWP defines the tasks, activities, responsible parties, and anticipated budget for planning activities to be undertaken in the MPA served by the TPO for FY 2027 – FY 2028.

TPO work elements were consolidated into fewer tasks to include, but are not limited to the following:

- Program Development
- Long Range Transportation Planning
- Data Development and Management
- Short Range Transportation Planning
- Plans and Studies
- Marketing Outreach and Engagement
- Alabama Planning

Additional work elements related to short range planning and other efforts are included when applicable.

The draft FY 2027 – FY 2028 UPWP can be reviewed at the following link:

[https://www.ecrc.org/programs/transportation\\_planning/florida-alabama\\_tpo.php#outer-124](https://www.ecrc.org/programs/transportation_planning/florida-alabama_tpo.php#outer-124)

**Attached are the following:**

- Resolution FL-AL 26-14
- Review Agency Comments to Date

**RECOMMENDED ACTION:** Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-14, adopting the FY 2027 – FY 2028 Unified Planning Work Program and authorizing ECRC CEO to sign the new FDOT/MPO agreement, pending comments from review agencies. This action is recommended to ensure the work is in place with a supporting budget. Please contact Kandase Lee, ECRC CEO, at [kandase.lee@ecrc.org](mailto:kandase.lee@ecrc.org) if additional information is needed.

# RESOLUTION FL-AL 26-14

## A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FISCAL YEAR 2027 – FISCAL YEAR 2028 UNIFIED PLANNING WORK PROGRAM

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**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 Unified Planning Work Program (UPWP) shall be adopted by the TPO and submitted to the governors of the states of Florida and Alabama and to the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), as provided in Title 23 Code of Federal Regulations (CFR) Section 450; Florida Statutes; and

**WHEREAS**, the UPWP serves as the scope of services for the Metropolitan Planning Organization Agreement, an agreement between the Florida-Alabama Transportation Planning Organization and the Florida Department of Transportation; and

**WHEREAS**, the adopted UPWP shall provide the framework for the transportation policy of the TPO; and

**WHEREAS**, the Emerald Coast Regional Council (ECRC) chief executive officer or their designee is authorized to sign the annual state certification statement and provide a copy to the TPO for review; and

**WHEREAS**, the TPO shall review and approve the Federal Certification Statement and the TPO chairman and the ECRC chief executive officer and their designee are authorized to sign agreements for state funds and to approve and sign invoices of the TPO; and

**WHEREAS**, the FY 2027 – FY 2028 UPWP draft was reviewed by the FHWA, FTA, Florida Department of Transportation (FDOT), and Alabama Department of Transportation (ALDOT); and

**WHEREAS**, the FY 2027 – FY 2028 UPWP tasks are as follows:

- Program Development
- Long Range Transportation Planning
- Data Development and Management
- Short Range Transportation Planning
- Plans and Studies
- Marketing Outreach and Engagement
- Alabama Planning

With additional work elements related to short-range planning and other efforts included when applicable.

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

The Fiscal Year 2027 – Fiscal Year 2028 Unified Planning Work Program is hereby adopted, pending comments from review agencies.

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

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

# Florida-Alabama TPO Draft FY 27 – FY 28 Unified Planning Work Program Comments and Responses from Spring 2026

## Federal Highway Administration (Alabama and Florida Divisions) & Federal Transit Administration

1. The first link on page 9 concerning VPI states page not found.  
**Staff response: The link will be updated in the final copy of the UPWP.**
2. Identify which activities represent the 2.5% PL set aside.  
**Staff response: Activities that represent the 2.5% PL set aside will be identified in the final copy of the UPWP.**
3. Provide a detailed description and end product for the consultant services in Task 3.  
**Staff response: A detailed description and end product will be added in Task 3 to the final copy of the UPWP.**
4. Provide a description of the end products for the 'Ongoing' data collection, ATMS/ITS coordination, and GIS Support tasks in Task 3.  
**Staff response: A detailed description and end products will be added in Task 3 to the final copy of the UPWP.**
5. Provide a detailed description and end product for the 'Interactive TIP Tool Update by Consultant' in Task 4.  
**Staff response: A detailed description and end product will be added in Task 4 to the final copy of the UPWP.**
6. Update Task 6 Activities Table or narrative to indicate consultant services will be used to accomplish tasks.  
**Staff response: An updated narrative indicating consultant services to be used will be updated in the Task 6 narrative of the final copy of the UPWP.**
7. Provide a statement on UPWP development related to stakeholder or public input opportunities.

Staff response: A statement on UPWP development will be added to the “A Brief Introduction to the UPWP” section of the final copy of the UPWP.

### **Florida Department of Transportation (FDOT)**

1. FDOT/MPO Agreement, including date executed: Update to most recent executed agreement date. (page 14)

Staff response: The FDOT/MPO Agreement reference on page 14 will be updated and included in the final copy of the UPWP.

2. Annual Audit Expense (if required): TPO should break out Audit expense to a separate line.

Staff response: An Annual Audit is required and the expense will be broken out in Task Table 1 of the final copy of the UPWP.

3. Does the UPWP include a line item expense for the Annual Audit? TPO should break out Audit expense to a separate line.

Staff response: The Annual Audit Expense will be broken out in Task Table 1 of the final copy of the UPWP.

4. Signed resolution adopting the UPWP (23 CFR 450.308(b)). Draft has location for signed resolution. (Appendix A)

Staff response: Signed resolution will be added to Appendix A in the final copy of the UPWP.

5. Signed Cost Analysis Certification Statement (s. 216.3475, FS). Draft has location for signed Cost Analysis Statement. (Page 1)

Staff response: Signed Cost Analysis Certification Statement will be added to page 1 in the final copy of the UPWP.

6. The Cost Allocation Plan and Certificate of Indirect Cost, if applicable (2 CFR 200.332, 23 CFR 200.414, 23 CFR 200.416). TPO utilizes the de minimus indirect rate.

Staff response: Yes, TPO utilizes the de minimus indirect rate.

7. The UPWP adoption date of the final UPWP? Draft has location for adoption date of Final UPWP. (Cover page)

Staff response: The adoption date will be added to the cover page of the final copy of the UPWP.

8. Does the UPWP separately list atypical expenditures, including individual supplies costing more than \$1,000 per item and individual equipment costing more than \$5,000 per item? TPO initially does not anticipate purchases exceeding those requirements. TPO will process UPWP Amendments if such purchases are identified.

Staff response: TPO initially does not anticipate purchases exceeding those requirements. TPO will process UPWP Amendments if such purchases are identified.

9. Clear identification of the names and roles of key participants in the UPWP planning process, including the MPO Executive/Staff Director, MPO Board Chairperson, and MPO Planning Manager. MPO Chair not currently identified.

Staff response: MPO Chair will be identified in the final copy of the UPWP.

### **Florida-Alabama TPO Staff**

1. In the Required Activities table in Task 3 (page 23), Bridge, Pavement, and System Performance Targets (PM 2 & 3) should also be included with the Safety Performance Targets. PM 2 & 3 need to be adopted annually by June of each year. This change will be made in the final copy of the UPWP.
2. ECRC Staff will update the Transportation Disadvantage fund amount to the 2026-27 Planning Grant allocation in Task 5 Funding Table and Summary Tables.
3. An Advanced Air Mobility Plan will be added as an additional plan in Task 5.

# **ACTION ITEMS**

# ENCLOSURE A

## **ENCLOSURE A ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-09 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for Benny Russell Park from Benny Russell Park to Hamilton Lane Multi-Use Path Project for Financial Project Identification (FPID) Number 4573521 in FY 2026/2027 at a Total Cost of \$410,178 **(ROLL CALL VOTE REQUIRED)**

**ORIGIN OF SUBJECT:** FDOT

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environmental study, design, right-of-way acquisition and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds the construction cost in FY 2026/2027 for Project ID 457352 for Benny Russell Park from Benny Russell Park to Hamilton Lane Multiuse Path Project at a total cost of \$410,178.

**Attached are the following:**

- Resolution FL-AL 26-09
- Request for Amendment
- Page of the FY 2026 - FY 2030 TIP as Amended

**RECOMMENDED ACTION:** Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-09 amending the FY 2026-2030 TIP. This action is recommended to ensure FDOT can authorize funding for this project. Please contact Gary Kramer, ECRC staff, at (850) 332-7976, Ext. 219 or [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org) if additional information is needed.

# RESOLUTION FL-AL 26-09

## A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2026 – FISCAL YEAR 2030 TRANSPORTATION IMPROVEMENT PROGRAM

---

**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**, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

**WHEREAS**, authorization for federal funding of projects within an urban area cannot be obtained unless the projects are included in the TPO's TIP; and

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the states and supported by the TPO;

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

The TPO amends the Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program to add the construction cost in FY 2026/2027 for Project ID 4573521 Benny Russell Park from Benny Russell Park to Hamilton Lane multiuse path project at a total cost of \$410,178.

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

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

**FDOT**

**FL-AL TPO FY26-30 TIP Amendment Request**

**ID #      Project Name/Location**  
**Santa Rosa County**

**457352-1      BENNY RUSSELL PARK FROM BENNY RUSSELL PARK TO HAMILTON LANE**

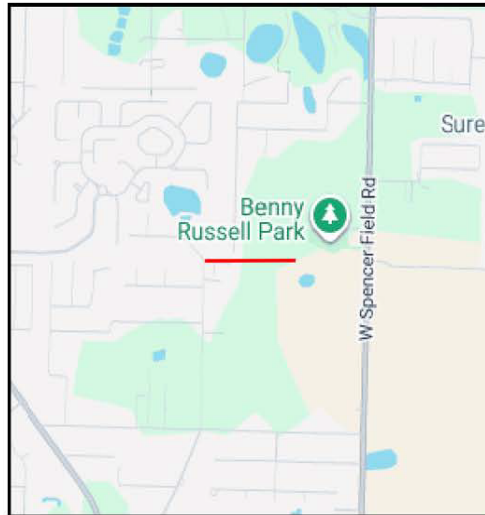
**Work Mix: 1106 BIKE/PATH/TRAIL**  
**Project Length: 5.293 Miles**

	Phase Code	<2026	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	TOTAL	Fund Code
CST	58		\$362,348					\$362,348	TALM
CST	61		\$4,348					\$4,348	TALM
CST	68		\$43,482					\$43,482	TALM
		\$0	\$410,178	\$0	\$0	\$0	\$0	\$410,178	

MULTUSE PATH FROM BENNY RUSSELL PARK TO HAMILTON LANE

**4573521 - BENNY RUSSELL PARK MULTI USE PATH**

Non-SIS



**From:** HAMILTON LANE  
**To:** BENNY RUSSELL PARK  
**Section:** 4 - Transportation Alternatives  
**Work Summary:** BIKE PATH/TRAIL  
**Lead Agency:** Santa Rosa  
**Length:**  
**LRTP #:** Final Report p. F-39

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	TALM	0	4,348	0	0	0	4,348
CST	TALM	0	43,482	0	0	0	43,482
CST	TALM	0	362,348	0	0	0	362,348
<b>Total</b>		<b>0</b>	<b>410,178</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>410,178</b>

26-30 TIP Page as Amended

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 410,178

**Project Description:** On May 13, 2026 TPO Agenda for Approval.  
 TPO Florida-Alabama Transportation Alternatives Fully Funded Project.  
 Multiuse Path in Benny Russell Park from Hamilton Lane to Benny Russell Park.

# ENCLOSURE B

## **ENCLOSURE B ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-10 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for North Hayne Street from East Blount Street to East Avery Street Hollice T. Williams Storm Water Park Community Connector Under Interstate-110 Project for Financial Project Identification (FPID) Number 4582681 in FY 2025/2026 at a Total Cost of \$10,000,000 (**ROLL CALL VOTE REQUIRED**)

**ORIGIN OF SUBJECT:** FDOT

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environmental study, design, right-of-way acquisition and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds the construction cost in FY 2025/2026 for Project ID 4582681 for North Hayne Street from East Blount Street to East Avery Street Hollice T. Williams Storm Water Park Community Connector under I-110 Project at a total cost of \$10,000,000.

**Attached are the following:**

- Resolution FL-AL 26-10
- Request for Amendment
- Page of the FY 2026 - FY 2030 TIP as Amended

**RECOMMENDED ACTION: Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-10 amending the FY 2026-2030 TIP.** This action is recommended to ensure FDOT can authorize funding for this project. Please contact Gary Kramer, ECRC staff, at (850) 332-7976, Ext. 219 or [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org) if additional information is needed.

# RESOLUTION FL-AL 26-10

## A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2026 – FISCAL YEAR 2030 TRANSPORTATION IMPROVEMENT PROGRAM

---

**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**, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

**WHEREAS**, authorization for federal funding of projects within an urban area cannot be obtained unless the projects are included in the TPO's TIP; and

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the states and supported by the TPO;

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

The TPO amends the Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program to add the construction cost in FY 2025/2026 for Project ID 4582681 for North Hayne Street from East Blount Street to East Avery Street Hollice T. Williams Storm Water Park Community Connector under I-110 project at a total cost of \$10,000,000.

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

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

**FDOT**

**FL-AL TPO FY26-30 TIP Amendment Request**

**ID #      Project Name/Location**  
**Escambia County**

**458268-2      N HAYNE STREET FROM E BLOUNT STREET TO E AVERY STREET**

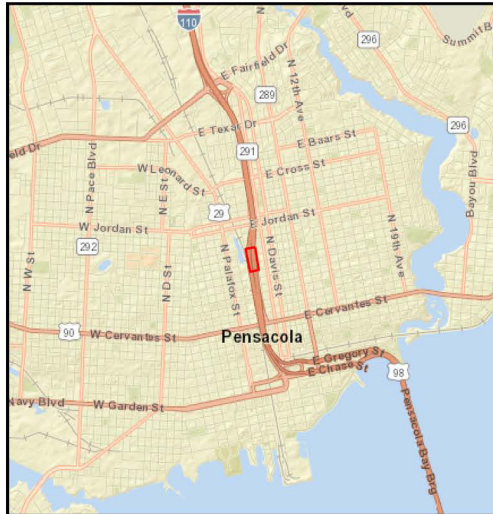
**Work Mix: 8150 URBAN CORRIDOR**  
**Project Length: 0.197 Miles**

	Phase Code	<2026	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	TOTAL	Fund Code
CST	54		\$10,000,000					\$10,000,000	LF
		\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$10,000,000	

CITY IS DIRECT RECIPIENT & THIS PROJECT IS FOR TRACKING ONLY.  
 HOLLICE T. WILLIAMS STORM WATER PARK COMMUNITY CONNECTOR UNDER I-110 PROJECT.

**4582681 - N HAYNE ST**

Non-SIS



**From:** E BLOUNT ST  
**To:** E AVERY ST  
**Section:** 6 - Miscellaneous  
**Work Summary:** URBAN CORRIDOR IMPROVEMENTS **Length:** 0.197 MI  
**Lead Agency:** City of Pensacola **LRTP #:** Final Report p. 3-6 Objective C.3

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	LF	10,000,000	0	0	0	0	10,000,000
<b>Total</b>		<b>10,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000,000</b>

26-30 TIP Page as Amended

**Prior Cost <2026:** 0  
**Future Cost >2031:** 0  
**Total Project Cost:** 10,000,000

**Project Description:** On TPO May 13, 2026 Agenda for Approval.  
 HOLLICE T WILLIAMS STORMWATER PARK COMMUNITY CONNECTOR UNDER I-110 PROJECT.  
 FY 26 RECONNECTING COMMUNITIES GRANT AWARD IN PENSACOLA.  
 CITY IS DIRECT RECIPIENT & THIS PROJECT IS FOR TRACKING ONLY.

# ENCLOSURE C

## **ENCLOSURE C ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-11 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for the Deaton Bridge Drive Railroad Crossing #339779Y Safety Project for Financial Project Identification (FPID) Number 4582641 in FY 2025/2026 at a Total Cost of \$110,802 (**ROLL CALL VOTE REQUIRED**)

**ORIGIN OF SUBJECT:** FDOT

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environmental study, design, right-of-way acquisition and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds the construction cost in FY 2025/2026 for Project ID 4582641 for Deaton Bridge Drive Railroad Crossing #339779Y Safety Project at a total cost of \$110,802.

**Attached are the following:**

- Resolution FL-AL 26-11
- Request for Amendment
- Page of the FY 2026 - FY 2030 TIP as Amended

**RECOMMENDED ACTION:** Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-11 amending the FY 2026-2030 TIP. This action is recommended to ensure FDOT can authorize funding for this project. Please contact Gary Kramer, ECRC staff, at (850) 332-7976, Ext. 219 or [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org) if additional information is needed.

# RESOLUTION FL-AL 26-11

## A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2026 – FISCAL YEAR 2030 TRANSPORTATION IMPROVEMENT PROGRAM

---

**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**, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

**WHEREAS**, authorization for federal funding of projects within an urban area cannot be obtained unless the projects are included in the TPO's TIP; and

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the states and supported by the TPO;

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

The TPO amends the Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program to add the construction cost in FY 2025/2026 for Project ID 4582641 Deaton Bridge Drive railroad crossing #339779Y safety project at a total cost of \$110,802.

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

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

**FDOT**

**FL-AL TPO FY26-30 TIP Amendment Request**

**ID #      Project Name/Location**  
**Santa Rosa County**

**458264-1      DEATON BRIDGE DRIVE R/R CROSSING #339779Y**

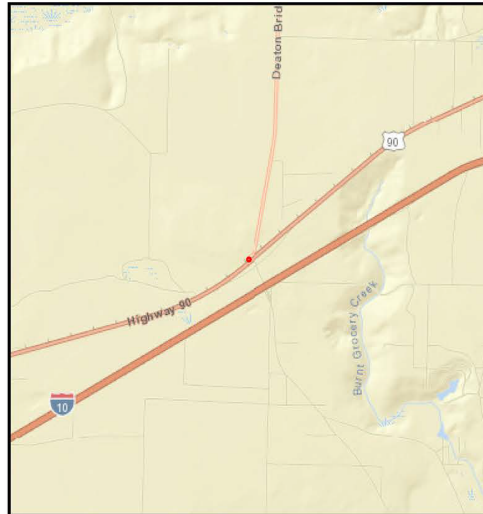
**Work Mix: 8335 RAIL SAFETY PROJECT**  
**Project Length: 0.00 Miles**

	Phase Code	<2026	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	TOTAL	Fund Code
RRU	57		\$110,802					\$110,802	RHH
		\$0	\$110,802	\$0	\$0	\$0	\$0	\$110,802	

CROSSING SIGNAL/SAFETY UPGRADES

**4582641 - DEATON BRIDGE DRIVE**

Non-SIS



**From:** RAILROAD CROSSING #339779Y  
**To:**  
**Section:** 6 - Miscellaneous  
**Work Summary:** RAIL SAFETY PROJECT **Length:**  
**Lead Agency:** FDOT **LRTP #:** Final Report p. F-35

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	RHH	110,802	0	0	0	0	110,802
<b>Total</b>		<b>110,802</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110,802</b>

26-30 TIP Page as Amended

**Prior Cost <2026:** 0

**Future Cost >2031:** 0

**Total Project Cost:** 110,802

**Project Description:** On May 13, 2026 TPO Agenda for Approval.  
 Rail Safety Project on Deaton Bridge Drive at Railroad Crossing Number 339779Y.  
 Crossing/Signal Upgrades.

# ENCLOSURE D

## **ENCLOSURE D ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-12 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for Guidy Lane over Unnamed Branch Bridge No. 484023 Bridge Replacement Project for Financial Project Identification (FPID) Number 4489672 in FY 2026/2027 at a Total Cost of \$4,738,655 (**ROLL CALL VOTE REQUIRED**)

**ORIGIN OF SUBJECT:** FDOT

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environmental study, design, right-of-way acquisition and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds the construction cost in FY 2026/2027 for Project ID 4489672 Guidy Lane over Unnamed Branch Bridge No. 484023 bridge replacement project at a total cost of \$4,738,655.

**Attached are the following:**

- Resolution FL-AL 26-12
- Request for Amendment
- Page of the FY 2026 - FY 2030 TIP as amended

**RECOMMENDED ACTION:** Approval of a motion to authorize the TPO chair to sign Resolution FL-AL 26-02 amending the FY 2026-2030 TIP. This action is recommended to ensure FDOT can authorize funding for this project. Please contact Gary Kramer, ECRC staff, at (850) 332-7976, Ext. 219 or [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org) if additional information is needed.

## RESOLUTION FL-AL 26-12

### A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2026 – FISCAL YEAR 2030 TRANSPORTATION IMPROVEMENT PROGRAM

---

**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**, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

**WHEREAS**, authorization for federal funding of projects within an urban area cannot be obtained unless the projects are included in the TPO's TIP; and

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the states and supported by the TPO;

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

The TPO amends the Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program to add the construction cost in FY 2025/2026 for Project ID 448967-2 Guidy Lane over Unnamed Branch Bridge No. 484023 bridge replacement project at a total cost of \$4,738,655.

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

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

**FDOT**

**FL-AL TPO FY26-30 TIP Amendment Request**

**ID #      Project Name/Location**  
**Escambia County**

**448967-2      GUIDY LANE OVER UNNAMED BRANCH BRIDGE NO. 484023**

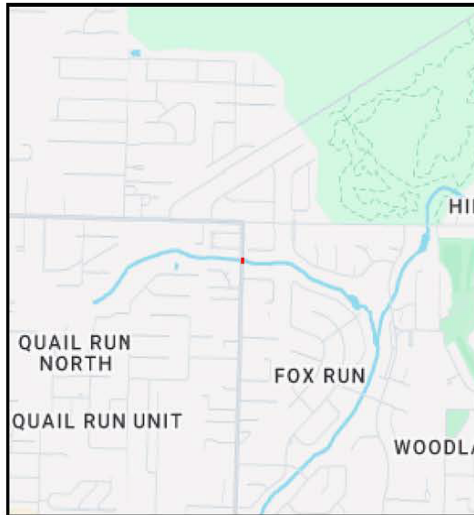
**Work Mix: 0022 BRIDGE REPLACEMENT**  
**Project Length: 0.125 Miles**

	Phase Code	<2026	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	TOTAL	Fund Code
CST	58			2,280,825				<b>\$2,280,825</b>	ACSS
CST	58			1,786,690				<b>\$1,786,690</b>	LF
CST	61			61,013				<b>\$61,013</b>	ACBR
CST	68			457,595				<b>\$457,595</b>	ACBR
CST	68			152,532				<b>\$152,532</b>	LF
		\$0	\$0	\$4,738,655	\$0	\$0	\$0	<b>\$4,738,655</b>	

REPLACE LOW LEVEL BRIDGE

**4489672 - GUIDY LANE**

Non-SIS



**From:** OVER UNNAMED BRANCH  
**To:** BRIDGE NO. 484023  
**Section:** 1 - Bridge  
**Work Summary:** BRIDGE REPLACEMENT  
**Lead Agency:** FDOT  
**Length:** 0.125 MI  
**LRTP #:** Final Report p. F-35

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	ACBR	0	61,013	0	0	0	61,013
CST	ACBR	0	457,595	0	0	0	457,595
CST	LF	0	152,532	0	0	0	152,532
CST	ACSS	0	2,280,825	0	0	0	2,280,825
CST	LF	0	1,786,690	0	0	0	1,786,690
<b>Total</b>		<b>0</b>	<b>4,738,655</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,738,655</b>

26-30 TIP Page as Amended

Prior Cost <2026: 0

Future Cost >2031: 0

Total Project Cost: 4,738,655

Project Description: On May 13, 2026 TPO Agenda for Approval.  
 Guidy Lane Bridge Replacement over Unnamed Branch.

# ENCLOSURE E

## **ENCLOSURE E ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-13 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for Industrial Boulevard Railroad Crossing #353876S Safety Project for Financial Project Identification (FPID) Number 4562651 in FY 2025/2026 at a Total Cost of \$115,019 (**ROLL CALL VOTE REQUIRED**)

**ORIGIN OF SUBJECT:** FDOT

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environmental study, design, right-of-way acquisition and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds the construction cost in FY 2025/2026 for Project ID 452651 for Industrial Boulevard Railroad Crossing #353876S safety project at a total cost of \$115,019.

**Attached are the following:**

- Resolution FL-AL 26-13
- Request for Amendment
- Page of the FY 2026 - FY 2030 TIP as Amended

**RECOMMENDED ACTION:** Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-13 amending the FY 2026-2030 TIP. This action is recommended to ensure FDOT can authorize funding for this project. Please contact Gary Kramer, ECRC staff, at (850) 332-7976, Ext. 219 or [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org) if additional information is needed.

## RESOLUTION FL-AL 26-13

### A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2026 – FISCAL YEAR 2030 TRANSPORTATION IMPROVEMENT PROGRAM

---

**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**, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

**WHEREAS**, authorization for federal funding of projects within an urban area cannot be obtained unless the projects are included in the TPO's TIP; and

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the States and supported by the TPO;

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

The TPO amends the Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program to add the construction cost in FY 2025/2026 for Project ID 4582651 Industrial Boulevard railroad crossing #353876S safety project at a total cost of \$115,019.

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

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

**FDOT**

**ID #      Project Name/Location**  
**Santa Rosa**

**458265-1      INDUSTRIAL BOULEVARD R/R CROSSING #353876S**

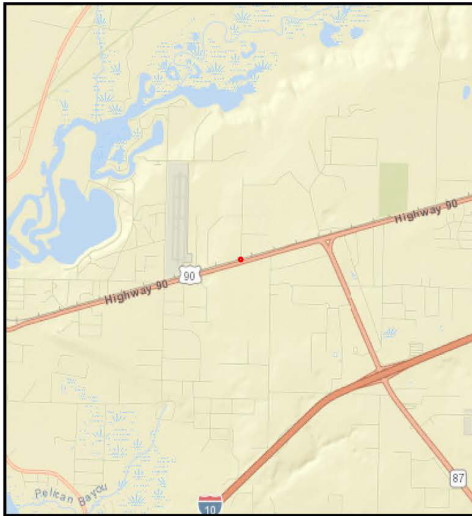
**Work Mix: 8335 RAIL SAFETY PROJECT**  
**Project Length: 0.00 Miles**

Phase Code	<2026	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	TOTAL	Fund Code
RRU 57		\$115,019					\$115,019	RHH
	\$0	\$115,019	\$0	\$0	\$0	\$0	\$115,019	

CROSSING SIGNAL/SAFETY UPGRADES

**4562651 - INDUSTRIAL BLVD**

Non-SIS



**From:** RAILROAD CROSSING #353876S  
**To:**  
**Section:** 6 - Miscellaneous  
**Work Summary:** RAIL SAFETY PROJECT **Length:**  
**Lead Agency:** FDOT **LRTP #:** Final Report p. F-35

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	RHH	115,019	0	0	0	0	115,019
<b>Total</b>		<b>115,019</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115,019</b>

26-30 TIP Page as Amended

**Prior Cost <2026:** 0

**Future Cost >2031:** 0

**Total Project Cost:** 115,019

**Project Description:** On May 13, 2026 TPO Agenda for Approval.  
 Rail Safety Project on Industrial Boulevard at Railroad Crossing Number 353876S.  
 Crossing/Signal Upgrades.

# ENCLOSURE F

## ENCLOSURE F ALL COMMITTEES

**SUBJECT:** Consideration of Resolution FL-AL 26-08 Adopting the Florida-Alabama TPO FY 2027-2031 Transportation Improvement Program (TIP) **(ROLL CALL VOTE AND PUBLIC HEARING REQUIRED)**

**ORIGIN OF SUBJECT:** 23 Code of Federal Regulations 450.326, Chapter 339.175 (8) Florida Statutes, Florida–Alabama TPO Unified Planning Work Program (UPWP) Task 4.

**LOCAL GOVERNMENT ACTION NEEDED:** Provide regionally significant projects with dedicated local funds between July 1, 2026 and June 30, 2031.

**BACKGROUND:** The TPO updates and adopts the TIP each year for submittal to the Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Projects within the urbanized area must appear in the TIP to receive state and federal funding. ALDOT only requires the TIP to be adopted every four years; however, since Florida adopts their TIPs annually, Alabama projects are also included annually in the Florida-Alabama TIP.

The FY 2027-2031 TIP process began in May 2025 when Project Priorities were adopted by the TPO and then submitted to FDOT. ALDOT does not require a separate Project Priority document. Priorities for ALDOT are only required to be submitted in the TIP. The Project Priorities are then used to develop the FDOT FY 2027-2031 Tentative Five-Year Work Program. The Tentative Five-Year Work Program is the primary source of information for the TIP. The FDOT Work Program and the TIP are consistent with the TPO's adopted priorities to the extent feasible. Projects are based on FDOT maintenance requirements, the TPO Long Range Transportation Plan (LRTP), Transportation Systems Management (TSM) studies, Transportation Alternatives (TA) Project Priorities, and aviation, port, and transit master plans. Projects listed in the TIP are subject to amendment as necessary by the TPO at any time during the year. The TIP has been developed through coordination with FDOT, ALDOT, and local governments.

The draft Florida-Alabama TPO FY 2026-2030 TIP has been posted online prior to the May 2026 TPO and advisory committee meetings and a link was sent to the members. The draft is also accessible by clicking on the link below.

[https://www.ecrc.org/programs/transportation\\_planning/plans\\_and\\_documents/index.php#outer-140](https://www.ecrc.org/programs/transportation_planning/plans_and_documents/index.php#outer-140).

The following is the Public Involvement element for the Transportation Improvement Program:

- Provide reasonable public access to technical and policy information used.
- Provide adequate public notice of public involvement activities and time for public review and comment on key decisions, such as but not limited to the approval of the TIP.
- Demonstrate explicit consideration and response to public input received during plan development process.
- Make the TIP drafts and final documents available on the TPO website at [www.ecrc.org](http://www.ecrc.org); a print copy of the current plan is available upon request.
- Hold public meetings at convenient times and accessible locations.

- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to, low-income and minority households.
- Coordinate with the statewide transportation planning public involvement and consultation processes under 23 C.F.R. Subpart B, as described in the FDOT MPO Program Handbook.
- Periodically review the effectiveness of the procedures and strategies contained in the participation plan.
- When significant written and oral comments are received on a draft TIP as a result of public involvement, a summary, analysis, and report on the disposition of comments shall be made part of the final documents.
- If the final TIP differs significantly from the one made available for public comment or raises new material issues, an additional opportunity for public comment must be made available.
- When the Metropolitan Planning Area (MPA) includes Indian Tribal Lands, the TPO shall appropriately involve the Indian Tribal Government(s).
- When the MPA includes federal public lands, the TPO shall appropriately involve the federal government.

**Attached is the following:**

- Resolution FL-AL 26-08

Comments received on the draft FY 2027-2031 TIP will be presented at the May TPO and advisory committee meetings.

**RECOMMENDED ACTION: Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-08 adopting the FY 2027-2031 TIP with any changes that may have been presented.**

This alternative is recommended because the TIP has been developed in coordination with ALDOT, FDOT, and local governments and is consistent with the TPO's LRTP, TSM, and TA Program Project Priorities, and aviation, port and transit master plans. The TIP is required to be submitted to FDOT by July 15, 2026. Contact Gary Kramer, ECRC staff, at [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org) or at (850) 332-7976 Ext. 219 if additional information is needed.

# RESOLUTION FL-AL 26-08

## A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2027-2031 TRANSPORTATION IMPROVEMENT PROGRAM

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**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) shall be endorsed annually upon a roll call vote by the TPO and submitted to the governors of the State of Florida and the State of Alabama, to the Federal Transit Administration, and through the states of Florida and Alabama to the Federal Highway Administration; and

**WHEREAS**, the Transportation Improvement Program (TIP) is developed in accordance with 23 Code of Federal Regulations 450 Section 134(j) and Section 339.175(8) Florida Statutes; and

**WHEREAS**, the TIP is periodically amended to maintain consistency with the Florida and Alabama Department of Transportation's Work Programs; and

**WHEREAS**, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP; and

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) believes that the TIP will support the performance targets established by the states and supported by the TPO;

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

The TPO adopts the FY 2027-2031 Transportation Improvement Program, with any changes that may have been presented.

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:** \_\_\_\_\_

# ENCLOSURE G

## **ENCLOSURE G ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-07 Adopting the FL-AL FY 2028-2032 Project Priorities **(ROLL CALL VOTE REQUIRED)**

**ORIGIN OF SUBJECT:** 23 Code of Federal Regulations Section 134(j), Chapter 339.175 (8)(b) Florida Statutes, Florida-Alabama TPO Unified Planning Work Program (UPWP) Short Range Planning Task

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** Annually, the TPO reviews and adopts transportation project priorities in May for submittal to the Florida Department of Transportation (FDOT) by October 1<sup>st</sup>. This document is part of the Transportation Improvement Program (TIP) development process. Its purpose is to ensure that transportation projects programmed by FDOT in the Five-Year Work Program are consistent with local needs and plans for the TPO planning area.

As stated in the TPO Public Participation Process Plan, the Project Priorities result from the Long Range Transportation Plan's Cost Feasible Plan and are reviewed with the public and the TPO Board and its advisory committees annually. Once approved by the TPO Board, the Project Priorities are given to FDOT to develop the Five-Year Work Program. From the Five-Year Work Program, the TPO develops the TIP which contains all transportation programs and projects scheduled during the next five year cycle. The TIP is revised annually and is available, in interactive format, on the TPO's website.

The Project Priorities and TIP must be developed by the TPO in consultation with all interested parties and, at a minimum, describe explicit procedures, strategies, and desired outcomes for the following, as outlined by the Code of Federal Regulation (CFR 450.316) and the MPO Handbook:

- Provide reasonable public access to technical and policy information used.
- Provide adequate public notice of public involvement activities and time for public review and comment at key decisions, such as but not limited to the approval of the TIP/Project Priorities.
- Demonstrate explicit consideration and response to public input received during plan development process.
- Make the TIP and Project Priorities drafts and final documents available on the TPO website at [www.ecrc.org](http://www.ecrc.org), a print copy of the current plan is available upon request.
- Hold public meetings at convenient times and accessible locations.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to, low-income and minority households.
- Coordinate with the statewide transportation planning public involvement and consultation processes under 23 C.F.R. Subpart B, as described in the FDOT MPO Program Management Handbook.
- Periodically review the effectiveness of the procedures and strategies contained in the participation plan.
- When significant written and oral comments are received on a draft TIP or Project Priorities as a result of public involvement, a summary, analysis, and report on the disposition of comments shall be made part of the final documents.

- If the final Project Priorities/TIP differ significantly from the one made available for public comment or raises new material issues, an additional opportunity for public comment must be made available.
- When the Metropolitan Planning Area (MPA) includes Indian Tribal Lands, the TPO shall appropriately involve the Indian Tribal Government(s).
- When the MPA includes federal public lands, the TPO shall appropriately involve the federal government.

General techniques proven effective include:

- Provide a 30-day public review and comment period for the draft Project Priorities documents.
- Promote development of the Project Priorities and TIP through news releases and social media, and eblast to TPO board and advisory committees, partners, stakeholders, community groups, and interested parties.  
(Subscribe online at [www.ecrc.org](http://www.ecrc.org))
- Hold public workshop(s) and implement additional project-specific outreach, as needed, to special populations during the Project Priorities process.
- Coordinate public outreach to community groups (with emphasis on the underserved).
- Include public input collected at workshops in the draft Project Priorities and TIP.
- Include in the public notice of the TPO board meeting when the draft Project Priorities and TIP are to be presented for review and adoption.
- Provide the public with an opportunity to comment during public forum when the draft Project Priorities and TIP are presented for review and adoption to the TPO board and advisory committee meetings.
- Publish adopted Project Priorities and TIP interactive site (provided by FDOT) on website at [www.ecrc.org](http://www.ecrc.org), a print copy of the current plan is available upon request.

TPO responsibilities require that all modes of transportation be addressed in the Project Priorities. The following categories of projects are included in the Priorities:

1. Long Range Transportation Plan Capacity Projects.
2. Transportation Systems Management Projects.
3. Transportation Alternative Projects.
4. Alternate Mode Projects – Alabama.
6. Public Transportation Projects.
7. Aviation Projects.
8. Seaport Projects.
9. SUN Trail Projects.

The Project Priorities schedule for FY 2028-2032 is listed below:

- March 11, 2026 - TPO/TCC/CAC Committee Workshop 10:00 a.m. Gulf Breeze Community Center. **(Completed)**
- Public Outreach. **(Completed)**
- April 7, 2026 - Public Workshop 10:30 a.m. Pensacola Library. **(Completed)**
- April 7, 2026 - Public Workshop 4:30 p.m. Milton Community Center. **(Completed)**
- April 8, 2026 - Public Workshop 10:00 a.m. Gulf Breeze Community Center. **(Completed)**
- April 8, 2026 - TPO/TCC/CAC Committee Workshop 2:00 p.m. Gulf Breeze Community Center. **(Completed)**

- May 12, 2026 - TCC meeting to recommend approval of FY 2028-2032 Project Priorities.
- May 12, 2026- CAC meeting to recommend approval of FY 2028-2032 Project Priorities.
- May 13, 2026 - TPO meeting approval of FY 2028-2032 Project Priorities.

The draft Florida-Alabama TPO FY 2028-2032 Project Priorities document that will be presented at the May 2026 TPO and advisory committees is accessible at the following link: [https://www.ecrc.org/programs/transportation\\_planning/plans\\_and\\_documents/index.php#outer-149sub-1704](https://www.ecrc.org/programs/transportation_planning/plans_and_documents/index.php#outer-149sub-1704). In addition, the draft project priorities dashboard is available by clicking on this link <https://experience.arcgis.com/experience/8599b24321f1480d830d293dc1c6231d/page/Intro/>.

**Attached are the following:**

- Resolution FL-AL 26-07
- March 11, 2026 TPO/TCC/CAC Workshop Comments
- April 7, 2026 Pensacola Library Public Workshop Comments
- April 7, 2026 Milton Community Center Public Workshop Comments
- April 8, 2026 Gulf Breeze Community Center Public Workshop Comments
- April 8, 2026 TPO/TCC/CAC Workshop Comments

**RECOMMENDED ACTION: Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-07 adopting the FY 2028-2032 Project Priorities with any changes approved by the TPO Board.** This motion is recommended to maintain the October 1, 2025 submittal deadline to FDOT/ALDOT. Contact Gary Kramer [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org) at (850) 332-7976 Ext. 219 if additional information is needed.

# RESOLUTION FL-AL 26-07

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

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**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 1<sup>st</sup>; 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 13<sup>th</sup> day of May 2026

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

## March 11, 2026 TPO, TCC, 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.*

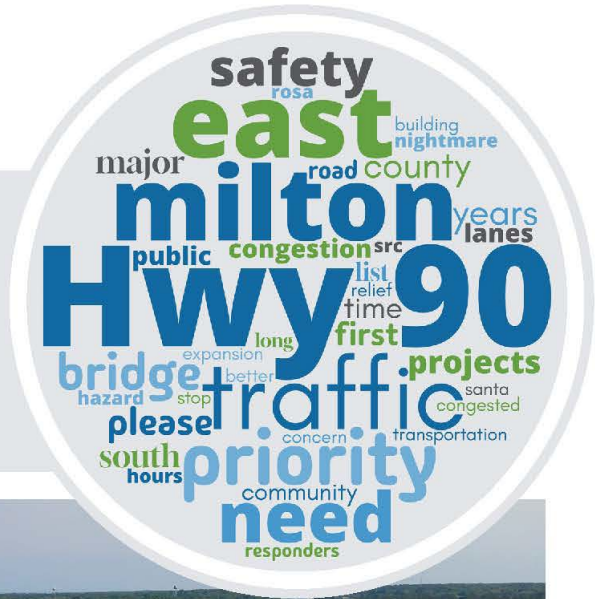
# PUBLIC WORKSHOP SUMMARY

**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

# 2026

## TRANSPORTATION

# PROJECT PRIORITIES

Florida-Alabama  
**TPO**  
Transportation Planning Organization

## PUBLIC WORKSHOP SUMMARY

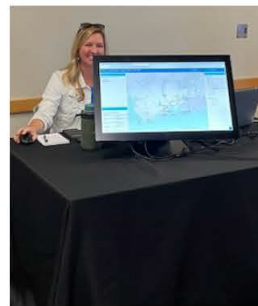
The Florida-Alabama TPO held three public workshops for the region to participate in the 2026 Project Priorities process.

### Workshops were promoted on/to:

- Virtual Open House Webpage  
[www.ecrc.org/FLALPriorities](http://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](mailto: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:**



#	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 priority for widening Hwy, especially 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 widening to 4 lanes. In its current conditions, it is unsafe during first responder emergencies and evacuations. 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 efficiently 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



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
<b>Reducing traffic congestion:</b> Improving roads, optimizing traffic signals, and adding turn lanes to reduce congestion					
<b>Improving intersections and signals:</b> Upgrading traffic signals, adding lighting at intersections, and improving pedestrian crossings					
<b>Enhancing road safety:</b> Improving lighting, signage, and road design to reduce crashes					
<b>Repairing and maintaining roads:</b> Fixing pavement, potholes, and drainage issues					
<b>Expanding travel options:</b> Improving sidewalks, bike lanes, and public transit					
<b>Supporting economic access:</b> 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?

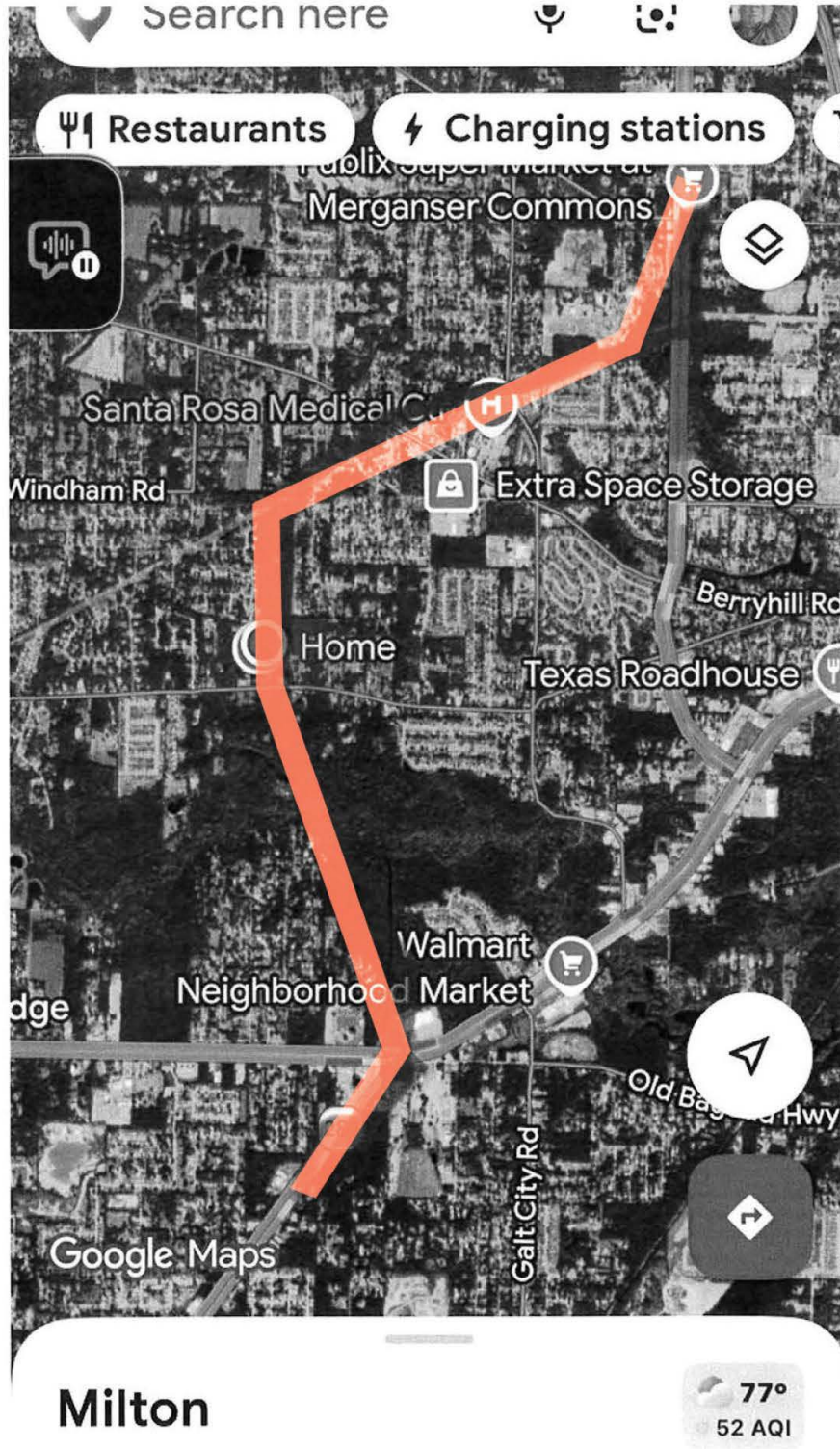
Email    Social Media Post    Community Meeting or Presentation    TPO Board Meeting    Friend or Colleague  
 Other: \_\_\_\_\_

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

#	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. <b>Figure 1</b>
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 acceptable.
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 (Patti McGhee, 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 convenience. 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.

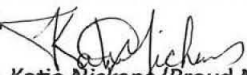
There are several Highways already in existence that lead to Interstate 10 from East Milton that allow drivers to easily pop on the interstate to exit into Milton and Pace, Florida.

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 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](mailto:CCerame@cityofpensacola.com)>

**Sent:** Friday, May 1, 2026 3:09 PM

**To:** Gary Kramer <[gary.kramer@ECRC.org](mailto: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
- 9<sup>th</sup> and Blount
- 9<sup>th</sup> and Jordan

Thanks,

### Caitlin Cerame, AICP

*Transportation Planner*

Visit us at [cityofpensacola.com](http://cityofpensacola.com)

Address: 222 W. Main St. Pensacola, FL 32502

Office: 850.436.5689

Email: [ccerame@cityofpensacola.com](mailto:ccerame@cityofpensacola.com)

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.



**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.*

# ENCLOSURE H

## **ENCLOSURE H ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-17 Amending the Fiscal Year (FY) 2025 – FY 2026 Florida-Alabama Transportation Planning Organization (TPO) Unified Planning Work Program (UPWP) to De-obligate PL and SU Funds

**ORIGIN OF SUBJECT:** FDOT MPO Program Handbook

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** The UPWP is a statement of work identifying the planning priorities and activities to be carried out within a Metropolitan Planning Area (MPA). At a minimum, a UPWP includes a description of the planning work and resulting products and identifies who will perform the work, timeframes for completing the work, the cost of the work and sources of funds. (23 C.F.R. 450.104).

If a TPO has projected unexpended funds that can be programmed in the following two-year UPWP, the TPO must take action to inform the Florida Department of Transportation District so that the funds are available for the new UPWP budget beginning July 1. If the funds are not identified for de-obligation, they will not be available until the following fiscal year (July 2027).

The Florida-Alabama TPO has identified the following funds for de-obligation:

- PL (Planning) \$250,000
- SU (Federal Urbanized) \$150,000

Total De-obligation amount: \$400,000

**Attached is the following:**

- Resolution FL-AL 26-17

**RECOMMENDED ACTION:** Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-17 amending the FY 2025 – FY 2026 Unified Planning Work Program to de-obligate PL and SU Funds and authorizing ECRC CEO to sign the new FDOT/MPO agreement. This action is recommended to ensure the work is in place with a supporting budget. Contact Kandase Lee, ECRC CEO, at [kandase.lee@ecrc.org](mailto:kandase.lee@ecrc.org) if additional information is needed.

# RESOLUTION FL-AL 26-17

## A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FY 2025-FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP) TO DE-OBLIGATE PL AND SU FUNDS

---

**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 decision making process for the Florida-Alabama TPO Area; and

**WHEREAS**, the Federal Government, under the authority of 23 United States Code and any subsequent applicable amendments requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process in designated metropolitan areas to develop and implement plans and programs consistent with the comprehensively planned development of the metropolitan area; which includes the Unified Planning Work Program (UPWP) that contains a work plan and budget; and

**WHEREAS**, if a TPO has projected unexpended funds that can be programmed in the following two-year UPWP, the TPO must take action to inform the Florida Department of Transportation District so that the funds are available for the new UPWP budget beginning July 1; and

**WHEREAS**, if these funds are not identified for de-obligation, they will not be available until the following fiscal year (July 2027); and

**WHEREAS**, the Florida-Alabama TPO has identified the following funds for de-obligation:

- PL (Planning) \$250,000
  - SU (Federal Urbanized) \$150,000
- Total De-obligation: \$400,000

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

The TPO affirms that a de-obligation of the above referenced funds has been submitted to FDOT to consider in the development of the Five-Year Work Program.

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

**FLORIDA-ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chairman

**ATTEST:** \_\_\_\_\_

# ENCLOSURE I

## **ENCLOSURE I ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-20 Authorizing the Chair to Execute the Revised Joint Participation Agreement Between Florida Department of Transportation and the FL-AL TPO

**ORIGIN OF SUBJECT:** FL-AL TPO Non-SIS Priority #1 ITS Deployment

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** In June 2019, the TPO adopted Resolution FL-AL 19-11 to execute a Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT). The original JPA provided \$300,000 annually, which has increased to \$400,000 annually with a term ending date of June 30, 2029. At the request of the TPO, FDOT has allocated \$625,000 additional funds in FY 2026 and \$1,000,000 additional funds in FY 2027 to be added under this agreement.

The \$1,625,000 additional funding is dedicated to the replacement and upgrade of ITS equipment and will be available for expenditure once executed by both parties.

**Attached are the following:**

- Resolution FL-AL 26-20
- Revised Joint Participation Agreement

**RECOMMENDED ACTION:** Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-20 authorizing the chair to execute the revised Joint Participation Agreement between the Florida Department of Transportation and the FL-AL TPO. Contact Kandase Lee, ECRC CEO, at 850-332-7976, Ext. 201 or [kandase.lee@ecrc.org](mailto:kandase.lee@ecrc.org) if additional information is needed.

# RESOLUTION FL-AL 26-20

## A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AUTHORIZING THE CHAIR TO EXECUTE THE REVISED JOINT PARTICIPATION AGREEMENT BETWEEN FLORIDA DEPARTMENT OF TRANSPORTATION AND THE FL-AL TPO

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

**WHEREAS**, the Florida-Alabama TPO adopted Resolution FL-AL 19-11 to execute a Joint Participation Agreement (JPA) with the Florida Department of Transportation (FDOT) for ITS deployment and signal coordination with the five Florida local governments; and

**WHEREAS**, the original agreement outlined annual funding to the TPO for these tasks; and

**WHEREAS**, the TPO has requested funding for equipment upgrades; and

**WHEREAS**, FDOT is providing \$1,625,000 for equipment upgrades;

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

The TPO authorizes the Chair to execute the revised Joint Participation Agreement between the Florida Department of Transportation and the Florida-Alabama Transportation Planning Organization for the increase of funds for equipment upgrades.

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

**FLORIDA-ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

**FIRST AMENDMENT TO THE**  
**JOINT PARTICIPATION AGREEMENT**  
**BETWEEN**  
**THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**  
**AND**  
**FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION**

This AMENDMENT is between the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, with offices at 1074 Highway 90, Chipley, FL 32428 (“DEPARTMENT”) and the **FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION** (“FL-AL TPO”), a legal entity pursuant to Section 163.01 and 339.175 Florida Statutes, with officially authorized administrative and staffing functions performs by **EMERALD COAST REGIONAL COUNCIL** (“ECRC”) with offices at 4081 East Olive Road, Suite A Pensacola, FL. 32514. The DEPARTMENT and the FL-AL TPO are sometimes referred to in this AMENDMENT as a “Party” and collectively as the “Parties.”

WITNESSETH

WHEREAS, the Parties on November 22, 2019, entered into a Joint Participation Agreement for the FL-AL TPO to develop, operate, and maintain a RATMS and RTMC that monitors and controls traffic along the State Highway System within the Escambia and Santa Rosa County regions, which agreement is attached hereto and collectively called the “AGREEMENT;” and,

WHEREAS, the Parties agree the Project requires additional funding.

AGREEMENT

NOW, THEREFORE, in consideration of the promises and covenants of the Parties, the DEPARTMENT and FL-AL TPO agree to amend the AGREEMENT as follows:

1. The facts stated above in the Whereas statements are true and correct and are incorporated into and made a part of this AMENDMENT.
2. Exhibit B – Measurement and Payment to the AGREEMENT is hereby amended to include Exhibit B 2026, encompassing pages B-1 through B-3 attached to this AMENDMENT.

The parties agree to additional funding of the AGREEMENT in the amount of **SIX HUNDRED TWENTY FIVE THOUSAND AND 00/100 DOLLARS (\$625,000.00)** for Operational Costs for FY 26 and **ONE MILLION AND 00/100 DOLLARS (\$1,000,000.00)** for Operational Cost for FY 27 as provided in the AGREEMENT and Exhibit B 2026 to this AMENDMENT.

Except for changes and amendments made in this AMENDMENT, the terms and conditions of the AGREEMENT shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have executed this AMENDMENT on the dates set forth below.

FL-AL TPO

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Tim Smith, P.E.  
District Three Secretary

Date: \_\_\_\_\_

Date: \_\_\_\_\_

ATTEST:

ATTEST:

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

LEGAL REVIEW:  
Approved as to Form:

LEGAL REVIEW:

By: \_\_\_\_\_

By: \_\_\_\_\_  
Office of the General Counsel

**EXHIBIT "B 2026"**

**Measurement and Payment  
For the**

**JOINT PARTICIPATION AGREEMENT  
BETWEEN  
THE STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
AND  
THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION**

**Financial Project Number 412545-2-88-01, 412545-2-88-02, 412545-2-88-03**

For satisfactory completion of all services detailed in Exhibit "A" (Scope of Services) of this AGREEMENT, the DEPARTMENT shall reimburse the FL-AL TPO for actual costs of the PROJECT incurred by the FL-AL TPO, including approved overhead, in an amount up to but not to exceed **SIX HUNDRED TWENTY FIVE THOUSAND AND 00/100 DOLLARS (\$625,000.00) for Fiscal Year 2026 and ONE MILLION AND 00/100 DOLLARS (\$1,000,000.00) for Fiscal year 2027, and such funding that has been programmed in subsequent fiscal years appearing in the DEPARTMENT'S Five Year Adopted Work Program.**

The FL-AL TPO shall expend funds allocated under this AGREEMENT to the direct costs associated with the work as detailed in Exhibit "A" - Scope of Work. Invoices and other backup documentation for all work, equipment, activities, and services shall be clearly associated with the associated tasks, services, goals, and objectives discussed in this AGREEMENT. Utilization of funding for the intended purpose under the terms of this AGREEMENT shall be plainly evident, otherwise the FL-AL TPO should seek advance approval from the DEPARTMENT prior to expenditure of the funds. The DEPARTMENT in some cases may require a memorandum of justification or clarification from the FL-AL TPO as backup for certain expenditures reimbursable under the terms of this AGREEMENT.

The FL-AL TPO may receive progress payments up to the DEPARTMENT's participation limit for deliverables based on documentation of invoice(s) from vendor, approved and accepted to the satisfaction of the DEPARTMENT, and when properly supported by detailed backup documentation with acceptable evidence of payment.

The final balance due under this AGREEMENT will be reimbursed upon the completion of all PROJECT services, receipt of final cost documentation and proper submission of a detailed invoice and when the PROJECT has been inspected, approved and accepted to the satisfaction of the DEPARTMENT in writing.

It shall be noted that any accrued funding allocated by the DEPARTMENT in any previous fiscal year pursuant to this AGREEMENT shall be permitted to "roll over" to be available for expenditure by the FL-AL TPO in subsequent fiscal years.

Materials, equipment, tools, hardware, software and support services shall be reimbursable as documented by actual invoices and other relevant supporting documentation as determined by the Department. Supporting documentation shall be accompanied by a narrative detailing the purpose and justification of the purchases in association with the project scope.

Salary reimbursement for in-house personnel shall be documented by actual employee timesheets at the burdened salary rate for each individual with additional multiplier(s) for overhead, benefits, or overtime. Such burdened rates for in-house personnel shall be preapproved by the DEPARTMENT prior to the accrual of any staff hours that are chargeable or reimbursable under the terms of this AGREEMENT.

Timesheets shall be itemized on an hour-by-hour, day-by-day basis, and shall be accompanied by a narrative detailing the purpose and justification of the time allocation in association with the project scope.

Reimbursement for consultant services, including any labor costs, shall be compensated according to the terms of the consultant agreement between the FL-AL TPO and consulting firm. The Department shall review and approve any such agreement(s) prior to final contract execution.

In addition to invoices, timesheets, cancelled checks, accounting ledgers, and/or other documentation demonstrating that tasks, goods, and services were delivered in accordance with the terms of this AGREEMENT, the FL-AL TPO shall submit along with their periodic invoices a report detailing the deliverables provided during the reporting period.

**EXHIBIT B – METHOD OF COMPENSATION**

NOTE: The resulting projected annual compensation by Fiscal Year is presented in the table below.

<b>Compensation Type</b> <i>Financial Project No.</i>	<b>Fiscal Year</b>									
	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>29/30</b>	<b>30/31</b>
<b>Operational Cost</b> <b>412545-1-88-01</b>	\$300,000	\$299,999	\$400,000	\$400,000	\$600,000	\$400,000	\$500,000	\$500,000	\$500,000	\$500,000
<b>Operations Cost</b> <b>412545-2-88-02</b>							\$1,000,000			
<b>Operational Cost</b> <b>412545-2-88-03</b>						\$625,000				
<b>Projected Annual Compensation</b>	\$300,000	\$299,999	\$400,000	\$400,000	\$600,000	\$1,025,000	\$1,500,000	\$500,000	\$500,000	\$500,000

# ENCLOSURE J

## **ENCLOSURE J ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-18 Adopting the Scope of Services for the Florida-Alabama TPO Regional Freight Network Plan — Highways of Commerce Update

**ORIGIN OF SUBJECT:** FY2027-FY2028 Unified Planning Work Program (UPWP)

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** The Regional Freight Network Plan Highways of Commerce was last adopted in April 2010 and remains the foundational freight planning document for the three Transportation Planning Organizations of the Florida Panhandle. The 2010 plan was built on 2003 commodity flow data and stakeholder outreach conducted in 2009. Since then, the region has experienced substantial change in its economic base, freight infrastructure, and supply chain dynamics. The proposed update will include recent federal performance-based planning requirements, incorporate a 2050 planning horizon, and consider current freight conditions and stakeholder needs.

This study is identified in the FY2027-FY2028 UPWP under Task 5. If approved, work on the project will begin in the fall of 2026, with an expected completion date in late 2027.

**Attached are the following:**

- Resolution FL-AL 26-18
- Draft Scope of Services

**RECOMMENDED ACTION:** Approval of a motion authorizing the TPO chair to sign Resolution FL-AL 26-18, approving the Florida-Alabama TPO Regional Freight Network Plan — Highways of Commerce Update Scope of Services and authorizing the ECRC CEO and staff to undertake actions necessary for the completion of the Plan. This action is recommended to facilitate the development of an updated freight plan. Contact Eric Christianson, ECRC staff, at (800) 226-8914, Ext. 216 or [eric.christianson@ecrc.org](mailto:eric.christianson@ecrc.org) if additional information is needed.

## RESOLUTION FL-AL 26-18

### A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE SCOPE OF SERVICES FOR THE FLORIDA-ALABAMA TPO REGIONAL FREIGHT NETWORK PLAN – HIGHWAYS OF COMMERCE UPDATE

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

**WHEREAS**, the Florida-Alabama TPO FY2027-FY2028 Unified Planning Work Program (UPWP) includes a task for the Freight Plan Update; and

**WHEREAS**, the Freight Plan Update Scope of Services has been reviewed by the Florida Department of Transportation (FDOT) and Florida Division of the Federal Highway Administration (FHWA);

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

The TPO approves the Scope of Services for the Freight Plan Update and authorizes ECRC's CEO and staff to undertake the necessary actions to complete the Scope of Services, which may include negotiation with the TPO's General Planning Consultant for identified data and/or tasks.

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

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

**FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION**  
**Regional Freight Network Plan Update — Highways of Commerce**  
**Scope of Work**

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**Project Name:** Florida-Alabama TPO Regional Freight Network Plan Update — Highways of Commerce

**Purpose:** To update the Regional Freight Network Plan Highways of Commerce for the Florida-Alabama TPO area, aligning the plan with a 2050 horizon, updated federal performance-based planning requirements, and current freight conditions and stakeholder needs.

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**Project Manager:** Ada Clark, Emerald Coast Regional Council (ECRC) Staff

**Project Team:** Eric Christianson, ECRC Staff  
Jessica Walton, ECRC Staff  
Jill Nobles, ECRC Staff  
Gary Kramer, ECRC Staff  
Tiffany Bates, ECRC Staff

**Assistance from Others:** Florida Department of Transportation  
Local Government Planners  
Local Government Engineers  
Local Economic Development Organizations  
Port and Airport Authorities  
Military Installations  
Local Private Freight Providers and Users  
Federal Highway Administration  
Concerned Citizens

**Deliverable(s):** Florida-Alabama TPO Regional Freight Network Plan — Highways of Commerce Update

**Proposed Schedule:** Project to be initiated in Fall 2026 and completed within 15 months of Board approval.

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## SCOPE OF WORK

### BACKGROUND

The *Regional Freight Network Plan Highways of Commerce* was last adopted in April 2010 and remains the foundational freight planning document for the three Transportation Planning Organizations of the Florida Panhandle. The 2010 plan was built on 2003 commodity flow data and stakeholder outreach conducted in 2009. Since then, the region has experienced substantial change in its economic base, freight infrastructure, and supply chain dynamics.

Federal performance-based planning requirements have also expanded significantly. Requirements under MAP-21 and the FAST Act now require TPOs to integrate freight performance measures and targets into their transportation plans and programs. This update will produce a plan aligned with the 2050 horizon and consistent with the FDOT Freight Mobility and Trade Plan (FMTP). It is the first in a planned series of TPO-area freight plans and a planned freight element for the rural non-TPO area.

This plan will strengthen the TPO's ongoing participation in the Florida Metropolitan Planning Organization Advisory Council (MPOAC) Freight and Rail Committee, which coordinates freight planning policy across Florida's MPOs and TPOs. Through the MPOAC Freight Priorities Program, TPOs submit and track locally significant freight projects for consideration in statewide freight investment programming. This plan update will strengthen the TPO's ability to identify, justify, and advance priority freight projects through that program.

### INTENT

The intent of this project is to:

- Produce a freight network plan aligned with the 2050 planning horizon that reflects current commodity flows, infrastructure conditions, and federal performance-based planning requirements.
- Strengthen the Florida-Alabama TPO's capacity to identify, prioritize, and advance significant freight projects through the MPOAC Freight Priorities Program as well as other federal, state and local processes.
- Engage the full range of freight stakeholders including private industry, military, port and airport authorities, and local governments in a coordinated process.

This plan update will result in the following outcomes:

- An updated study network reflecting current freight infrastructure, economic activity centers, and regional growth patterns
- A commodity flow analysis establishing a current baseline and 2050 projections by mode of transit
- A freight needs and priorities framework using performance-based, weighted scoring aligned with federal PM-3 requirements
- Short- and long-term recommendations organized by corridor and connected to potential funding opportunities
- A data framework supporting future digital twin applications for regional freight planning
- A final adopted plan and interactive webmap providing a durable resource for TPO programming and partner coordination

**Task 1.0 Project Initiation and Coordination**

- A. ECRC staff will establish the organizational and procedural foundation for the plan update. This includes confirming the project schedule, assembling a steering committee, and developing a public participation plan consistent with the Florida-Alabama TPO's adopted Public Participation Plan.
- B. The steering committee will include representatives from FDOT, FloridaMakes, economic development entities, port and airport authorities, military installation representatives, local government, and private freight stakeholders.
- C. Public engagement touchpoints will be coordinated with key project milestones, including at minimum: project kickoff, draft plan release, and plan adoption. Public-facing materials will be prepared including a web landing page introducing the plan update, its purpose, and opportunities for input.

**Deliverables**

- Detailed project schedule
- Steering committee roster
- Public participation plan for the freight plan update
- Plan webpage
- Kickoff public notice and introductory materials

**Task 2.0 Existing Conditions, Data, and Regional Context**

- A. **Study Network and Economic Activity Inventory.** ECRC will update the study network map to reflect changes since the 2010 plan. The study network includes the Strategic Intermodal System (SIS), the regional network, and other roads serving major freight activity centers. Key water routes will be identified, including those supporting military vessel repair activity and ongoing Maritime Opportunity Zone development. The study network will be related to the broader regional context, including the Okaloosa-Walton TPO area and the Rural Regional Transportation Plan area.

Tasks include:

- Map current economic activity centers including industrial parks, military installations, ports, airports, intermodal facilities, distribution centers, and fuel depots
  - Compile current truck volume data from FDOT traffic counts and produce updated truck volume maps by corridor
  - Compile truck-involved crash and incident data for study network corridors from FDOT crash records
  - Inventory truck parking facilities on the study network and identify gaps
  - Inventory and assess weigh station locations and conditions, with recommendations for FDOT coordination
  - Document programmed projects from the LRTP, current TIP, and FDOT Five-Year Work Program relevant to freight corridors
  - Inventory freight projects currently submitted through the MPOAC Freight Priorities Program for the Florida-Alabama TPO
- B. **Commodity Flow Data and Freight Traffic Analysis.** Freight flow data for the study area will be drawn from the most current FHWA Freight Analysis Framework (FAF). This analysis will establish a current baseline across all modes and commodity types and produce 2050 projections consistent with the LRTP planning horizon. The results will form the quantitative foundation for needs identification and performance target-setting in later tasks.

Tasks include:

- Analyze inbound, outbound, and within-area freight flows by commodity type, mode, weight, volume, hazardous materials classification, and value for a current base year
- Identify top five commodities by each measure for both inbound and outbound movements
- Produce 2050 freight growth projections by mode consistent with the 2050 LRTP planning horizon
- Analyze rail, water, and air freight volumes in addition to truck

- C. **Supply Chain Trends and Market Context.** Understanding the broader economic forces affecting freight flows will help us better anticipate future needs. This section will assess national and global trends alongside regional developments particularly the growth of defense, marine, and aerospace manufacturing to provide context for network investment decisions.

Tasks include:

- Assess trends in supply chains, nearshoring and onshoring, and global shipping patterns
- Evaluate growth in regional manufacturing, with particular attention to the defense and aerospace sectors
- Assess the impact of e-commerce and increasing home delivery demand on the study network and local arterials
- Investigate trends in drone technology and their potential implications for the transportation network

- D. **Freight Network Reliability Assessment.** The region's freight network faces recurring vulnerabilities from physical infrastructure constraints, weather events, and operational hazards. This assessment will systematically identify points of exposure across the study network and document the region's experience with past disruptions to inform resilience-focused recommendations.

Tasks include:

- Identify study network segments with limited or no redundant alternatives
- Identify vulnerable segments including weight-restricted bridges, flood-prone roadways, and at-grade railroad crossings
- Review the region's experience with major disruptions, including the extended closure of the Pensacola Bay Bridge and closures related to high wind and wildfire events
- Assess congestion patterns, construction impacts, and traffic incident history on study network corridors
- Evaluate hazardous cargo routing and assess associated network vulnerabilities

#### **Deliverables**

- Updated study network map
- Economic activity center maps
- Truck volume maps
- Truck parking gap summary
- Weigh station inventory and recommendations
- Programmed projects inventory
- MPOAC Freight Priorities inventory
- Commodity flow analysis report
- Supply chain trends and market context chapter
- Freight network reliability assessment

**Task 3.0 Stakeholder Engagement**

ECRC will conduct a minimum of four steering committee meetings and a stakeholder forum. A digital survey will be developed and administered targeting input from private freight firms, economic development organizations and chambers of commerce, local governments, port and airport authorities, and military installations and defense contractors. Stakeholder responses from both meetings and the digital survey will be compiled, analyzed, and used to identify corridors and issues most frequently cited as critical to freight operations.

**Deliverables**

- Digital survey instrument
- Steering committee meeting materials
- Public input findings summary
- Draft Freight Advisory Committee charter

**Task 4.0 Freight Analysis, Needs, and Priorities**

ECRC will develop a freight performance measures framework aligned with federal PM-3 requirements, including baseline values, targets, and an ongoing monitoring approach. Freight needs and issues will be mapped by category including bottlenecks, pinch points, congestion, safety, and network reliability and prioritized into tiers using a weighted scoring methodology.

Short-term and long-term recommendations will be developed and organized by corridor. The task will also assess emerging freight technologies and their implications for the study network, including connected and autonomous vehicles and alternative fuel infrastructure.

A data framework will be developed to support the study network analysis in a format that could serve as the foundation for future digital twin applications for regional freight planning.

**Deliverables**

- A freight performance measures framework
- Freight needs and issues maps
- Freight needs and priorities technical report
- Recommendations chapter
- Emerging technology assessment
- Data framework documentation supporting future digital twin applications

**Task 5.0 Final Plan Development and Adoption**

ECRC will integrate all prior deliverables into a final plan document. Priority projects will be connected to applicable federal and state funding programs. An executive summary and an interactive webmap version of the final report will be produced. All required public hearings and draft public comment periods will be conducted, and the plan will be presented before the TPO board prior to adoption.

**Deliverables**

- Executive summary
- Draft plan
- Final plan
- Interactive webmap
- Adoption documentation

## Summary of Deliverables

Deliverable
<p>Deliverable 1:</p> <ul style="list-style-type: none"> <li>• Detailed project schedule</li> <li>• Steering committee roster</li> <li>• Public participation plan Plan webpage</li> <li>• Kickoff public notice and materials</li> </ul>
<p>Deliverable 2:</p> <ul style="list-style-type: none"> <li>• Updated study network map</li> <li>• Economic activity center maps</li> <li>• Truck volume maps</li> <li>• Truck parking gap summary</li> <li>• Programmed projects inventory</li> <li>• Commodity flow analysis report</li> <li>• Supply chain trends and market context chapter</li> <li>• Freight network reliability assessment</li> </ul>
<p>Deliverable 3:</p> <ul style="list-style-type: none"> <li>• Digital survey instrument</li> <li>• Steering committee meeting materials</li> <li>• Public input findings summary</li> </ul>
<p>Deliverable 4:</p> <ul style="list-style-type: none"> <li>• Freight performance measures framework</li> <li>• Freight needs and issues maps</li> <li>• Freight needs and priorities technical report</li> <li>• Recommendations chapter</li> <li>• Emerging technology assessment</li> <li>• Data framework documentation supporting future digital twin applications</li> </ul>
<p>Deliverable 5:</p> <ul style="list-style-type: none"> <li>• Executive summary; draft plan</li> <li>• Final plan</li> <li>• Interactive webmap</li> <li>• Adoption documentation</li> </ul>

# ENCLOSURE K

## **ENCLOSURE K ALL COMMITTEES**

**SUBJECT:** Consideration of Resolution FL-AL 26-16 Adopting the Pace Boulevard (SR 292) Corridor Management Plan (CMP) from Barrancas Avenue to W. Fairfield Drive and Endorsing Implementation of Transportation Strategies and Projects Identified in the Plan

**ORIGIN OF SUBJECT:** Unified Planning Work Program (UPWP) Task 5: Plans and Studies

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** The UPWP, which describes the planning work tasks and budget for each TPO fiscal year, includes Task 5, Planning and Studies. The purpose of corridor management planning is to identify low cost strategies and projects to improve traffic flow and safety for all modes of travel within the designated corridor.

The TPO adopted a CMP scope of services for Pace Boulevard from Barrancas Avenue to W. Fairfield Drive on May 14, 2025, as modified on February 4, 2026. The scope of services defined the engineering and planning principles necessary to create a safe, connected, and visually appealing corridor focusing on eight intersections as agreed to by the City and County. A key aspect of the study was to find solutions that do not necessitate additional right-of-way (ROW), and to further advance recommendations made by the City of Pensacola's 2025 Westside Community Redevelopment Plan Update (June 2025), the City of Pensacola Active Transportation Plan (August 2023), and the adopted ECRC Safe Streets and Roads for All (SS4A) Safety Action Plan (December 2024) which has identified portions Pace Boulevard on the TPO High-Injury Network as a Tier 1 Priority Project.

The eight intersections considered in the CMP are: 1. Garden St. (signal) (City); 2. Wright St. (uncontrolled crosswalk) (City); 3. Jackson St. (signal) (City); 4. Gonzales St. (City); 5. Godfrey St. (uncontrolled crosswalk) (County); 6. Moreno St. (uncontrolled crosswalk) (County); 7. Avery St. (uncontrolled crosswalk) (County); and 8. Jordan St. (signal) (County).

ECRC's Marketing team worked closely with Transportation Planners and partners to garner robust input from the communities impacted. The public participated in a public workshop at the Brownsville Community Center (February 17, 2026). Feedback received is notated in the final draft.

The draft Pace Boulevard Corridor Management Plan (CMP) can be found at [https://www.ecrc.org/programs/transportation\\_planning/plans\\_and\\_documents/index.php#outer-147](https://www.ecrc.org/programs/transportation_planning/plans_and_documents/index.php#outer-147) under the Corridor Management Plan drop down heading.

**Attached is the following:**

- Resolution FL-AL 26-16

**RECOMMENDED ACTION: Approval of a motion authorizing the TPO chair to sign Resolution 26-16 adopting the Pace Boulevard (SR 292) Corridor Management Plan from Barrancas Avenue to W. Fairfield Drive and endorsing the implementation of transportation strategies and projects identified in the plan, pending any changes from the City of Pensacola and Escambia County.** Contact Jill Nobles, ECRC staff, at 850-332-7976, Extension 212 or [jill.nobles@ecrc.org](mailto:jill.nobles@ecrc.org) if additional information is needed.

# RESOLUTION FL-AL 26-16

## A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE PACE BOULEVARD (SR 292) CORRIDOR MANAGEMENT PLAN

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

**WHEREAS**, the Florida-Alabama TPO Unified Planning Work Program (UPWP) includes tasks for development of a Corridor Management Plan (CMP); and

**WHEREAS**, the TPO selected Pace Boulevard (SR 292), from Barrancas Avenue to West Fairfield Drive for a CMP; and

**WHEREAS**, the Pace Boulevard CMP was developed and reviewed through a series of working group meetings consisting of Escambia County, the City of Pensacola, Emerald Coast Regional Council staff, and the consultant partner; and

**WHEREAS**, public input was sought and received at a public working on February 17, 2026; and;

**WHEREAS**, Pace Boulevard (SR 292) CMP identifies strategies and projects to improve traffic flow and safety for all modes of travel at 8 intersections along the corridor, as agreed to by the City and County, based on a study process that included an analysis of existing and future safety and travel capacity needs, and local stakeholder review and recommendations;

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

The TPO adopts the Pace Boulevard CMP and endorses implementation of transportation strategies and projects identified in the plan.

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

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

# ENCLOSURE L

## **ENCLOSURE L TPO ONLY**

**SUBJECT:** Consideration of Resolution FL-AL 26-15 Recommending RideITL Cares, Inc. as the Designated Single Community Transportation Coordinator for Escambia County

**ORIGIN OF SUBJECT:** Chapter 427, Florida Statutes

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** The Florida-Alabama TPO is the designated official planning agency for the Escambia County Transportation Disadvantaged service area. According to Chapter 427.015 (2) F. S., the Metropolitan Planning Organization is the organization that “shall recommend to the commission a single community transportation coordinator”. The Escambia County Board of County Commissioners (BOCC) was designated by the Florida Commission for the Transportation Disadvantaged (CTD) as the Community Transportation Coordinator (CTC) for Escambia County for a term beginning July 1, 2025, and ending June 30, 2030. On February 5, 2026, the BOCC voted to relinquish its role as the CTC; however, it agreed to continue operations through June 30, 2026, to ensure no lapse in service, allowing TPO staff time to complete a Request for Proposal (RFP) for a new coordinator.

TPO staff issued an RFP on March 10, 2026. While four inquiries were received regarding this procurement, RideITL Cares, Inc. submitted the only complete response. Staff determined that the proposal is complete, responsive, and complies with the requirements of Chapter 427, Florida Statutes, and Rule 41-2, Florida Administrative Code.

The Escambia County Transportation Disadvantaged Local Coordinating Board (LCB) is an advisory body that guides the CTC in coordinating services for the transportation disadvantaged. On May 12, 2026, the recommendation was presented to the LCB along with the state-required Memorandum of Agreement.

RideITL Cares, Inc has the qualifications and experience to serve as the CTC for the Escambia County service area.

**Attached is the following:**

- Resolution FL-AL 26-15

**RECOMMENDED ACTION:** Approval of a motion recommending the TPO authorize the TPO chair to sign Resolution FL-AL 26-15 recommending RideITL Cares, Inc. as the single Community Transportation Coordinator for Escambia County for a five-year period beginning July 1, 2026. Contact Howard Vanselow, TPO Staff, at (850) 332-7976, Ext. 231 or [howard.vanselow@ecrc.org](mailto:howard.vanselow@ecrc.org) if additional information is needed.

## RESOLUTION FL-AL 26-15

**A RESOLUTION OF THE FLORIDA-ALABAMA  
TRANSPORTATION PLANNING ORGANIZATION  
RECOMMENDING THE RIDEITL CARES, INC. AS THE  
SINGLE DESIGNATED COMMUNITY TRANSPORTATION  
COORDINATOR FOR ESCAMBIA COUNTY**

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

**WHEREAS**, the Florida-Alabama TPO is the designated official planning agency for the Escambia County Transportation Disadvantaged service area; and

**WHEREAS**, the current Community Transportation Coordinator (CTC), Escambia County Board of County Commissioners (BOCC) voted to relinquish its role as the CTC effective June 30, 2026; and

**WHEREAS**, RideITL Cares, Inc. was the sole respondent to the Request for Proposals (RFP); and

**WHEREAS**, RideITL Cares, Inc., proposal was complete, has the qualifications and experience to serve as the CTC for the Escambia County service area; and

**WHEREAS**, according to Chapter 427.015 (2) F. S., the Metropolitan Planning Organization is the organization that "shall recommend to the commission a single community transportation coordinator."

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

RideITL Cares, Inc. be recommended to the Florida Commission for the Transportation Disadvantaged to serve as the single designated Community Transportation Coordinator for Escambia County for a five-year period effective July 1, 2026.

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

**FLORIDA-ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

**BY:** \_\_\_\_\_  
Steven Barry, Chair

**ATTEST:** \_\_\_\_\_

# ENCLOSURE M

## **ENCLOSURE M ALL COMMITTEES**

**SUBJECT:** Nomination and Election of TPO Board, TCC, and CAC Chair and Vice Chair for FY 2027

**ORIGIN OF SUBJECT:** TPO Bylaws

**LOCAL GOVERNMENT ACTION NEEDED:** None

**BACKGROUND:** The TPO and advisory committee bylaws state that a chair and a vice chair shall be named to serve for the coming fiscal year prior to July 1 of each year. Officers for the coming fiscal year will serve from July 1, 2026 – June 30, 2027.

**Attached are the following:**

- TPO Roster
- TCC Roster
- CAC Roster

**RECOMMENDED ACTION: Approval of a motion electing a chair and a vice chair for FY 2027 for the TPO, TCC and CAC.** This action is recommended to have newly elected officers in place by July 1, 2026, to serve throughout FY 2027. Contact Kandase Lee, ECRC CEO, at [kandase.lee@ecrc.org](mailto:kandase.lee@ecrc.org) if additional information is needed.

## FL-AL TPO Roster

<b>Steven Barry, Chair</b>	Escambia County
<b>Kerry Smith, Vice Chair</b>	Santa Rosa County
<b>Charles F. Gruber</b>	Baldwin County
<b>Ashley Hofberger</b>	Escambia County
<b>Steven Stroberger</b>	Escambia County
<b>Mike Kohler</b>	Escambia County
<b>Lumon May</b>	Escambia County
<b>JB Schluter</b>	City of Gulf Breeze
<b>Heather Lindsay</b>	City of Milton
<b>Jerry Johnson</b>	City of Orange Beach
<b>Charles Bare</b>	City of Pensacola
<b>Casey Jones</b>	City of Pensacola
<b>Jared Moore</b>	City of Pensacola
<b>Allison Patton</b>	City of Pensacola
<b>Delarian Wiggins</b>	City of Pensacola
<b>Colten Wright</b>	Santa Rosa County
<b>Rhett Rowell</b>	Santa Rosa County
<b>Ray Eddington</b>	Santa Rosa County
<b>Bobby Burkett</b>	Santa Rosa County

FL-AL TCC Roster (Page 1 of 2)

<b>Samantha Abell, CHAIR</b>	<b>Gulf Breeze</b>
<b>Drew Holmer, VICE CHAIR</b>	Escambia County
<b>Ann Simpson</b>	Baldwin County
<b>Vacant</b>	Baldwin County
<b>Sarah C. Sislak</b>	Eastern Shore MPO
<b>Jacob Kearley</b>	Emerald Coast Utilities Authority
<b>Don Christian</b>	Escambia County
<b>Vacant</b>	Escambia County
<b>Thaddeus Davenport</b>	Escambia County Area Transit
<b>Vacant</b>	Escambia County Emergency Management
<b>Darlene Hart</b>	Escambia County School District
<b>Tommi S. Lyter</b>	Escambia County Sheriff's Office
<b>Ronald D. Rivera</b>	Escambia County Sheriff's Office
<b>Jacob Hullett</b>	Milton
<b>Griffin Powell</b>	Orange Beach
<b>Victoria D'Angelo</b>	Pensacola
<b>Bill Kimball</b>	Pensacola
<b>Roy Remington</b>	Pensacola
<b>Leslie Statler</b>	Pensacola
<b>Thomas "Shep" Coggin</b>	Pensacola

FL-AL TCC Roster (Page 2 of 2)

<b>Wendy Gavin</b>	<b>Pensacola</b>
<b>Steve Opalenik</b>	Pensacola Naval Air Station
<b>Ted Young</b>	Pensacola State College
<b>Shawn Ward</b>	Santa Rosa County
<b>Max Rogers</b>	Santa Rosa County
<b>Vacant</b>	Santa Rosa County
<b>Vacant</b>	Santa Rosa County
<b>Jud Crane</b>	Santa Rosa County School District
<b>Virginia Sutler</b>	Santa Rosa County School District
<b>Chip Chism</b>	University of West Florida



## FL-AL CAC Roster

<b>Wayne Briske, Chair</b>	<b>Escambia County District 5</b>
<b>Nick Wilson, Vice Chair</b>	Gulf Breeze
<b>Tim Pagel</b>	Baldwin County District 4
<b>Keith Bowe</b>	Escambia County District 1
<b>Jim Kauffman</b>	Escambia County District 2
<b>Rhonda Dorfman</b>	Escambia County District 4
<b>Laura Keith King</b>	Milton
<b>Jack Robie</b>	Pensacola District 4
<b>Bart R. Pullum</b>	Santa Rosa County District 4
<b>Michael Broker</b>	Santa Rosa County District 5
<b>Alan R. Isaacson</b>	Santa Rosa Couty District 2

# INFORMATION ITEMS

1. TCC and CAC February 2026 Meeting Minutes
2. Amendment to the FY 2026-2030 Transportation Improvement Program (TIP) Letter
3. FDOT MPO Joint Certification
4. 2026 FL-AL TPO Meeting Schedule

**FLORIDA-ALABAMA TRANSPORTATION TECHNICAL COORDINATING COMMITTEE**

**MEETING MINUTES**

**EMERALD COAST REGIONAL COUNCIL (Designated Staff)  
Bayview Community Center, 2001 E Lloyd St., Pensacola, FL  
February 10, 2026**

**MEMBERS IN ATTENDANCE:**

Samantha Abell, CHAIR	City of Gulf Breeze
Don Christian	Escambia County
Jacob Hullett	City of Milton
Roy Remington	City of Pensacola
Leslie Statler	City of Pensacola
Thomas "Shep" Coggin	City of Pensacola
Wendy Gavin	City of Pensacola
Max Rogers	Santa Rosa County

**MEMBERS NOT IN ATTENDANCE:**

Drew Holmer, VICE CHAIR	Escambia County
Ann Simpson	Baldwin County
Tyler Mitchell	Baldwin County
Sarah C. Sislak	Eastern Shore MPO
Jacob Kearley	Emerald Coast Utilities Authority
Thaddeus Davenport	Escambia County Area Transit
Darlene Hart	Escambia County School District
Tommi S. Lyter	Escambia County Sheriff's Office
Ronald D. Rivera	Escambia County Sheriff's Office
Griffin Powell	City of Orange Beach
Victoria D'Angelo	City of Pensacola
Bill Kimball	City of Pensacola
Steve Opalenik	Pensacola Naval Air Station
Ted Young	Pensacola State College
Shawn Ward	Santa Rosa County
Jud Crane	Santa Rosa County School District
Virginia Sutler	Santa Rosa County School District
Chip Chism	University of West Florida

**OTHERS IN ATTENDANCE**

Christy Johnson	FDOT
Vince Beebe	ALDOT
Cassidy Haney	FDEP
Scott Davidson	Hurlburt Field
Mary Beth Washnock	GUDE Management Group
Ethan Brosnaham	City of Milton

**EMERALD COAST REGIONAL COUNCIL STAFF**

Tiffany Bates

Rae Emary

Leandra Meredith

Tammy Neal

Kandase Lee

Virtual Attendance:

Gabrielle McVoy

Jill Nobles

**CALL TO ORDER/INVOCATION/PLEDGE/BOARD MEMBER ROLL CALL**

**APPROVAL OF AGENDA**

TPO Only

**PUBLIC FORUM:** None

**FDOT Update – Bryant Paulk, AICP., FDOT**

Christy Johnson provided an update on behalf of the Florida Department of Transportation, announcing an upcoming hybrid public meeting regarding a proposed multi-use trail project along Blue Angel Parkway. The meeting will be held on April 21 from 5:30 p.m. to 6:30 p.m. at Liberty Church. An online option will also be available for those wishing to participate remotely.

Christy Johnson explained that project information and maps will be available online beginning March 31 through the Northwest Florida Roads website. The proposed project involves the development of a multi-use trail along the corridor to improve pedestrian and bicycle connectivity between Gulf Beach Highway and Sorrento Road. CAC members briefly discussed the meeting announcement and acknowledged the opportunity for public participation.

**ALDOT Update – Vincent Beebe, P.E., ALDOT**

Vincent Beebe reported that construction continues on the project connecting the Foley Beach Express to State Route 180, including the bridge being constructed over the Intracoastal Waterway. Vincent Beebe stated that the project remains on schedule and is anticipated to open to traffic during the summer.

Vincent Beebe also noted that ALDOT is evaluating alternatives for improvements at the intersection of State Route 180 and State Route 161. The project is currently in the alternatives analysis phase, and once a preferred alternative is selected the project will move forward through the National Environmental Policy Act process. Additional pedestrian

improvements are also being evaluated along State Route 182, including crosswalk installations at strategic locations to improve pedestrian safety.

### **FDEP UPDATE**

Cassidy Haney with the Florida Department of Environmental Protection Office of Greenways and Trails provided an update to the committee, explaining that the department recently completed updates to the statewide regional trail corridor status maps. These updates reflect the status of the fourteen regional trail corridors throughout Florida and are now available through the department's website and GIS mapping resources.

Cassidy Haney also discussed the development of the U.S. 90 Trail Corridor Alliance, which will span approximately 430 miles across the state from Escambia and Santa Rosa counties to Nassau and Duval counties. Cassidy Haney noted that only a small portion of the corridor has been completed and the alliance will help coordinate efforts among stakeholders to close remaining gaps.

### **CONSENT:**

#### **1. ALL COMMITTEES - Approval of November 2025 Meeting Minutes**

**Max Rogers moved to approve the November 2025 meeting minutes. Wendy Gavin seconded the motion, and it was unanimously approved.**

### **ACTION:**

#### **1. ENCLOSURE A - ALL COMMITTEES - ROLL CALL VOTE - Consideration of Resolution FL-AL 26-02 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for SR 727/SR 295 (Fairfield Drive) from North 65th Avenue to West Highland Drive, a Lighting Project, for Financial Project Identification (FPID) Number 4568692 in FY 2025/2026 at a Total Cost of \$25,000 - *Bryant Paulk, AICP, FDOT***

Christy Johnson presented Resolution FL-AL 26-02, which amends the Transportation Improvement Program to add construction funding for roadway lighting improvements along Fairfield Drive from North 65th Avenue to West Highland Drive.

Christy Johnson explained that the project will install roadway lighting along the corridor to improve safety and visibility and will be administered through a lighting agreement with Florida Power and Light (FPL). CAC members discussed the purpose of the lighting improvements and acknowledged the safety benefits associated with improved roadway lighting.

The committee decided to act on Enclosures A and B in one motion.

**2. ENCLOSURE B - ALL COMMITTEES - ROLL CALL VOTE - Consideration of Resolution FL-AL 26-03 Amending the FY 2026-2030 Transportation Improvement Program to Change the Project Description and Limits for Financial Project Identification (FPID) Number from "North Hayne Street from East Cervantes Street to East Blount Street with a Mileage of 0.459 Mile" to "East Gonzalez Street to East Blount Street with a Mileage of 0.27 Mile" at a Total Cost of \$918,634- *Bryant Paulk, AICP, FDOT***

Christy Johnson presented Resolution FL-AL 26-03, which modifies the limits of the North Hayne Street multi-use path project. The revised limits will extend from East Gonzalez Street to East Blount Street.

Christy Johnson explained that the change was necessary due to budget considerations and allows the project to remain within available funding while still providing improved bicycle and pedestrian connectivity within the corridor. CAC members discussed the revised project limits and acknowledged that the modification would allow the project to proceed within the available budget.

**Max Rogers moved to recommend the TPO authorize the TPO chair to sign Resolution FL-AL 26-02 and Resolution FL-26-03 amending the FY 2026-2030 TIP. Don Christian seconded the motion, and it was unanimously approved.**

**3. ENCLOSURE C - ALL COMMITTEES - Consideration of Resolution FL-AL 26-01 Adopting the 2026 Transportation Alternatives (TA) Set-Aside Ranked Projects for FDOT District 3 Fiscal Year 2028 - 2032 Tentative Work Program - *Jill Nobles, ECRC Staff***

Jill Nobles presented Resolution FL-AL 26-01 regarding the adoption of the Transportation Alternatives project rankings for the FY 2028-2032 Tentative Work Program.

Jill Nobles explained that three projects were submitted for consideration and evaluated using the TPO's established scoring criteria. The projects included the East Maxwell Street multi-use path project, the West Jackson Street sidewalk project, and the Pensacola Beach shared use path safety and ADA improvements project. CAC members discussed the ranking process and acknowledged the importance of the Transportation Alternatives program in supporting bicycle and pedestrian infrastructure improvements throughout the region.

**Don Christian moved to recommend the TPO authorize the TPO chair to sign Resolution FL-AL 26-01 adopting the 2026 Transportation Alternatives (TA) Set-aside ranked projects. Max Rogers seconded the motion, and it was unanimously approved.**

4. **ENCLOSURE D – ALL COMMITTEES – Consideration of Resolution FL-AL 26-04 Approving the 2026 Beach Traffic Monitoring Proposal with DRMP Utilizing \$62,860 of TPO Funds and Requesting Escambia and Santa Rosa Counties to Pay Their Respective Shares of \$41,906.67 and \$20,953.33 – *Kandase Lee, ECRC Staff***

Kandase Lee presented the proposed 2026 Beach Traffic Monitoring program explaining that the monitoring effort collects traffic data along corridors serving Pensacola Beach to better understand travel patterns during peak tourism periods and special events. The data helps local jurisdictions and agencies evaluate traffic conditions and plan improvements.

**Don Christian moved to recommend the TPO authorize the TPO chair to sign Resolution FL-AL 26-04 approving the beach monitoring proposal with DRMP, utilizing \$62,860 of TPO funds and requesting Escambia and Santa Rosa counties pay their respective shares of \$41,906.67 and \$20,953.33. Wendy Gavin seconded the motion, and it was unanimously approved.**

5. **ENCLOSURE E – ALL COMMITTEES – Consideration of Resolution FL-AL 26-05 Approving the Interstate Compact Memorandum of Understanding (MOU), Authorizing the TPO Chair to Execute it, and Directing TPO Staff to Distribute for Signature by all Parties, and to File the Fully Executed MOU with the Appropriate State and Federal Agencies – *Kandase Lee, ECRC Staff***

Kandase Lee presented the Interstate Compact Memorandum of Understanding, which formalizes coordination between participating agencies in the Florida–Alabama TPO planning area.

**Max Rogers moved to recommend the TPO authorize the TPO chair to sign Resolution FLAL 26-05 approving the Interstate Compact Memorandum of Agreement, authorizing the TPO chair to execute it, and directing TPO staff to distribute for signature by all parties, and to file the fully executed agreement with the appropriate agencies. Wendy Gavin seconded the motion, and it was unanimously approved.**

**6. ENCLOSURE F – ALL COMMITTEES – Consideration of Resolution FL-AL 26-06 Requesting the Florida Department of Transportation District 3 Allocate Additional TMA Funding Towards ITS Equipment Upgrades Necessary for Emergency Vehicle Preemption and Continued Technology Upgrades- *Kandase Lee, ECRC Staff***

Kandase Lee presented Resolution FL-AL 26-06 requesting additional Transportation Management Area funding to support Intelligent Transportation Systems upgrades. Kandase Lee explained that the funding would support traffic signal technology upgrades and emergency vehicle preemption systems designed to improve response times and traffic management capabilities.

**Don Christian moved to recommend the TPO authorize the TPO chair to sign Resolution FL-AL 26-06 requesting FDOT District 3 to allocate additional TMA funding towards ITS equipment upgrades necessary for emergency preemption and continued technology upgrades. Max Rogers seconded the motion, and it was unanimously approved.**

**PRESENTATIONS: (no action necessary)**

**1. ENCLOSURE G – ALL COMMITTEES – Schedule for Development of the Florida-Alabama TPO FY 2028-2032 Project Priorities – *Gary Kramer, ECRC Staff***

Kandase Lee presented the schedule for development of the FY 2028–2032 TPO Project Priorities. Kandase Lee explained that the schedule outlines key deadlines for local jurisdictions to submit project requests and for the TPO committees and board to review and adopt the final priority lists. Once adopted, the priorities will be transmitted to FDOT District 3 for consideration in the development of the tentative work program.

Tiffany Bates reviewed the schedule for development of the FY 2028–2032 TPO Project Priorities and explained that the process will take place over the next several months. It will include multiple workshops and opportunities for public input before the priorities are finalized and presented to the TPO Board in May.

Tiffany Bates noted that the first workshop will be held on March 11 at the Gulf Breeze Community Center and will include participation from the TPO, TCC, and CAC. A public workshop is scheduled for April 8 at the same location to gather feedback from residents and stakeholders. Tiffany Bates explained that the public workshops provide an opportunity for the community to review and comment on the proposed

transportation priorities before they are submitted to FDOT for consideration in development of the five-year work program.

**INFORMATION ITEMS - (no presentation necessary)**

1. TCC and CAC November 2025 Meeting Minutes
2. Amendment to the FY 2026-2030 Transportation Improvement Program (TIP) Letter
3. 2026 FL-AL TPO Meeting Schedule

**OTHER BUSINESS** - The next Florida – Alabama TPO meeting will be held on **Wednesday, May 13, 2026, at 9:00 a.m.** Committee meetings will be held on Tuesday, May 12, 2026. The TCC will meet at 10:00 a.m. and CAC will meet at 1:30 p.m. All meetings will be held at the **Bayview Community Center, 2001 E Lloyd St., Pensacola, FL.**

**ADJOURNMENT**

There being no further business, the meeting was adjourned.

**FLORIDA-ALABAMA TRANSPORTATION CITIZENS' ADVISORY COMMITTEE (CAC)**  
**MEETING MINUTES**  
**EMERALD COAST REGIONAL COUNCIL (Designated Staff)**  
**Bayview Community Center, 2001 E Lloyd St., Pensacola, FL**  
**February 10, 2026**

**MEMBERS IN ATTENDANCE:**

Wayne Briske, Chair  
Nick Wilson, Vice Chair  
Keith Bowe  
Jim Kauffman  
*Virtual Attendance:*  
Laura Keith King

**MEMBERS NOT IN ATTENDANCE:**

Rhonda Dorfman  
Jack Robie  
Bart R. Pullum  
Michael Broker  
Alan R. Isaacson

**OTHERS IN ATTENDANCE**

Christy Johnson	FDOT
Vince Beebe	ALDOT
Cassidy Haney	FDEP

**EMERALD COAST REGIONAL COUNCIL STAFF**

Tiffany Bates  
Rae Emary  
Leandra Meredith  
Tammy Neal  
Kandase Lee  
*Virtual Attendance:*  
Gabrielle McVoy  
Gary Kramer  
Jill Nobles

**CALL TO ORDER/INVOCATION/PLEDGE/BOARD MEMBER ROLL CALL**

Chair Wayne Briske called the February Citizens' Advisory Committee meeting to order. Chair Briske delivered the invocation and led the Pledge of Allegiance.

**APPROVAL OF AGENDA**

TPO Only

**PUBLIC FORUM:** None

**FDOT Update – Bryant Paulk, AICP., FDOT**

Christy Johnson provided an update on behalf of the Florida Department of Transportation, announcing an upcoming hybrid public meeting regarding a proposed multi-use trail project along Blue Angel Parkway. The meeting will be held on April 21 from 5:30 p.m. to 6:30 p.m. at Liberty Church. An online option will also be available for those wishing to participate remotely.

Christy Johnson explained that project information and maps will be available online beginning March 31 through the Northwest Florida Roads website. The proposed project involves the development of a multi-use trail along the corridor to improve pedestrian and bicycle connectivity between Gulf Beach Highway and Sorrento Road. CAC members briefly discussed the meeting announcement and acknowledged the opportunity for public participation.

Keith Bowe addressed concerns about the coordination and efficiency of roadway construction projects. Keith Bowe referenced ongoing construction along Gulf Beach Highway and noted that the project appeared to have stopped after reaching a partial completion stage. Keith Bowe expressed concern that extended construction delays and temporary barriers can create safety issues and potentially limit emergency vehicle access to nearby neighborhoods.

Keith Bowe encouraged agencies to prioritize improved coordination so that roadway projects proceed efficiently from start to completion once construction begins. He also discussed long-term planning concerns for Gulf Beach Highway, noting that portions of the corridor remain two lanes while nearby corridors such as Barrancas Avenue and Sorrento Road are planned or constructed as four-lane facilities.

Staff stated that public comments are documented and shared with the appropriate agencies for review. Keith Bowe indicated that he planned to provide similar comments at the upcoming TPO Board meeting.

**ALDOT Update – Vincent Beebe, P.E., ALDOT**

Vincent Beebe reported that construction continues on the project connecting the Foley Beach Express to State Route 180, including the bridge being constructed over the Intracoastal Waterway. Vincent Beebe stated that the project remains on schedule and is anticipated to open to traffic during the summer.

Vincent Beebe also noted that ALDOT is evaluating alternatives for improvements at the intersection of State Route 180 and State Route 161. The project is currently in the alternatives analysis phase, and once a preferred alternative is selected the project will move forward through the National Environmental Policy Act process. Additional pedestrian

improvements are also being evaluated along State Route 182, including crosswalk installations at strategic locations to improve pedestrian safety.

#### **FDEP UPDATE**

Cassidy Haney with the Florida Department of Environmental Protection Office of Greenways and Trails provided an update to the committee, explaining that the department recently completed updates to the statewide regional trail corridor status maps. These updates reflect the status of the fourteen regional trail corridors throughout Florida and are now available through the department's website and GIS mapping resources.

Cassidy Haney also discussed the development of the U.S. 90 Trail Corridor Alliance, which will span approximately 430 miles across the state from Escambia and Santa Rosa counties to Nassau and Duval counties. Cassidy Haney noted that only a small portion of the corridor has been completed and the alliance will help coordinate efforts among stakeholders to close remaining gaps. CAC members briefly discussed the trail corridor concept and acknowledged the importance of regional trail connectivity.

#### **CONSENT:**

- 1. ALL COMMITTEES - Approval of November 2025 Meeting Minutes**  
**Ketih Bowe moved to approve the November 2025 meeting minutes. Jim Kauffman seconded the motion, and it was unanimously approved.**

#### **ACTION:**

- 1. ENCLOSURE A - ALL COMMITTEES - ROLL CALL VOTE - Consideration of Resolution FL-AL 26-02 Amending the FY 2026-2030 Transportation Improvement Program to Add the Construction Cost for SR 727/SR 295 (Fairfield Drive) from North 65th Avenue to West Highland Drive, a Lighting Project, for Financial Project Identification (FPID) Number 4568692 in FY 2025/2026 at a Total Cost of \$25,000 - *Bryant Paulk, AICP, FDOT***

Christy Johnson presented Resolution FL-AL 26-02, which amends the Transportation Improvement Program to add construction funding for roadway lighting improvements along Fairfield Drive from North 65th Avenue to West Highland Drive.

Christy Johnson explained that the project will install roadway lighting along the corridor to improve safety and visibility and will be administered through a lighting agreement with Florida Power and Light (FPL). CAC members discussed the purpose of the lighting improvements and acknowledged the safety benefits associated with improved roadway lighting.

The committee decided to act on Enclosures A and B in one motion.

**2. ENCLOSURE B - ALL COMMITTEES - ROLL CALL VOTE - Consideration of Resolution FL-AL 26-03 Amending the FY 2026-2030 Transportation Improvement Program to Change the Project Description and Limits for Financial Project Identification (FPID) Number from "North Hayne Street from East Cervantes Street to East Blount Street with a Mileage of 0.459 Mile" to "East Gonzalez Street to East Blount Street with a Mileage of 0.27 Mile" at a Total Cost of \$918,634- *Bryant Paulk, AICP, FDOT***

Christy Johnson presented Resolution FL-AL 26-03, which modifies the limits of the North Hayne Street multi-use path project. The revised limits will extend from East Gonzalez Street to East Blount Street.

Christy Johnson explained that the change was necessary due to budget considerations and allows the project to remain within available funding while still providing improved bicycle and pedestrian connectivity within the corridor. CAC members discussed the revised project limits and acknowledged that the modification would allow the project to proceed within the available budget.

**Nick Wilson moved to recommend the TPO authorize the TPO chair to sign Resolution FL-AL 26-02 and Resolution FL-26-03 amending the FY 2026-2030 TIP. Keith Bowe seconded the motion, and it was unanimously approved.**

**3. ENCLOSURE C - ALL COMMITTEES - Consideration of Resolution FL-AL 26-01 Adopting the 2026 Transportation Alternatives (TA) Set-Aside Ranked Projects for FDOT District 3 Fiscal Year 2028 - 2032 Tentative Work Program - *Jill Nobles, ECRC Staff***

Jill Nobles presented Resolution FL-AL 26-01 regarding the adoption of the Transportation Alternatives project rankings for the FY 2028-2032 Tentative Work Program.

Jill Nobles explained that three projects were submitted for consideration and evaluated using the TPO's established scoring criteria. The projects included the East Maxwell Street multi-use path project, the West Jackson Street sidewalk project, and the Pensacola Beach shared use path safety and ADA improvements project. CAC members discussed the ranking process and acknowledged the importance of the Transportation Alternatives program in supporting bicycle and pedestrian infrastructure improvements throughout the region.

**Keith Bowe moved to recommend the TPO authorize the TPO chair to sign Resolution FL-AL 26-01 adopting the 2026 Transportation Alternatives (TA) Set-aside ranked projects. Jim Kauffman seconded the motion, and it was unanimously approved.**

**4. ENCLOSURE D – ALL COMMITTEES – Consideration of Resolution FL-AL 26-04 Approving the 2026 Beach Traffic Monitoring Proposal with DRMP Utilizing \$62,860 of TPO Funds and Requesting Escambia and Santa Rosa Counties to Pay Their Respective Shares of \$41,906.67 and \$20,953.33 – *Kandase Lee, ECRC Staff***

Kandase Lee presented the proposed 2026 Beach Traffic Monitoring program explaining that the monitoring effort collects traffic data along corridors serving Pensacola Beach to better understand travel patterns during peak tourism periods and special events. The data helps local jurisdictions and agencies evaluate traffic conditions and plan improvements. CAC members discussed the usefulness of the data in supporting traffic management and planning efforts.

**Keith Bowe moved to recommend the TPO authorize the TPO chair to sign Resolution FL-AL 26-04 approving the beach monitoring proposal with DRMP, utilizing \$62,860 of TPO funds and requesting Escambia and Santa Rosa counties pay their respective shares of \$41,906.67 and \$20,953.33. Jim Kauffman seconded the motion, and it was unanimously approved.**

**5. ENCLOSURE E – ALL COMMITTEES – Consideration of Resolution FL-AL 26-05 Approving the Interstate Compact Memorandum of Understanding (MOU), Authorizing the TPO Chair to Execute it, and Directing TPO Staff to Distribute for Signature by all Parties, and to File the Fully Executed MOU with the Appropriate State and Federal Agencies – *Kandase Lee, ECRC Staff***

Kandase Lee presented the Interstate Compact Memorandum of Understanding, which formalizes coordination between participating agencies in the Florida–Alabama TPO planning area. CAC members briefly discussed the purpose of the agreement and acknowledged that it supports continued regional coordination between Florida and Alabama transportation partners.

**Nick Wilson moved to recommend the TPO authorize the TPO chair to sign Resolution FLAL 26-05 approving the Interstate Compact Memorandum of Agreement, authorizing the TPO chair to execute it, and directing TPO staff to distribute for signature by all parties, and to file the fully executed agreement**

**with the appropriate agencies. Keith Bowe seconded the motion, and it was unanimously approved.**

**6. ENCLOSURE F – ALL COMMITTEES – Consideration of Resolution FL-AL 26-06 Requesting the Florida Department of Transportation District 3 Allocate Additional TMA Funding Towards ITS Equipment Upgrades Necessary for Emergency Vehicle Preemption and Continued Technology Upgrades- *Kandase Lee, ECRC Staff***

Kandase Lee presented Resolution FL-AL 26-06 requesting additional Transportation Management Area funding to support Intelligent Transportation Systems upgrades.

Kandase Lee explained that the funding would support traffic signal technology upgrades and emergency vehicle preemption systems designed to improve response times and traffic management capabilities.

CAC members discussed the benefits of maintaining modern traffic signal infrastructure and the importance of supporting emergency vehicle operations.

**Chair Briske moved to recommend the TPO authorize the TPO chair to sign Resolution FL-AL 26-06 requesting FDOT District 3 to allocate additional TMA funding towards ITS equipment upgrades necessary for emergency preemption and continued technology upgrades. Keith Bowe seconded the motion, and it was unanimously approved.**

**PRESENTATIONS: (no action necessary)**

**1. ENCLOSURE G – ALL COMMITTEES – Schedule for Development of the Florida-Alabama TPO FY 2028-2032 Project Priorities – *Gary Kramer, ECRC Staff***

Kandase Lee presented the schedule for development of the FY 2028–2032 TPO Project Priorities.

Kandase Lee explained that the schedule outlines key deadlines for local jurisdictions to submit project requests and for the TPO committees and board to review and adopt the final priority lists. Once adopted, the priorities will be transmitted to FDOT District 3 for consideration in the development of the tentative work program.

Tiffany Bates reviewed the schedule for development of the FY 2028–2032 TPO Project Priorities and explained that the process will take place over the next several

months. It will include multiple workshops and opportunities for public input before the priorities are finalized and presented to the TPO Board in May.

Tiffany Bates noted that the first workshop will be held on March 11 at the Gulf Breeze Community Center and will include participation from the TPO, TCC, and CAC. A public workshop is scheduled for April 8 at the same location to gather feedback from residents and stakeholders. Tiffany Bates explained that the public workshops provide an opportunity for the community to review and comment on the proposed transportation priorities before they are submitted to FDOT for consideration in development of the five-year work program.

Committee members asked clarifying questions regarding the purpose and schedule of the workshops. Tiffany Bates explained that the meetings are intended to gather public feedback to help ensure the project priorities reflect community needs and concerns.

#### **INFORMATION ITEMS - (no presentation necessary)**

1. TCC and CAC November 2025 Meeting Minutes
2. Amendment to the FY 2026-2030 Transportation Improvement Program (TIP) Letter
3. 2026 FL-AL TPO Meeting Schedule

**OTHER BUSINESS** - The next Florida – Alabama TPO meeting will be held on **Wednesday, May 13, 2026, at 9:00 a.m.** Committee meetings will be held on Tuesday, May 12, 2026. The TCC will meet at 10:00 a.m. and CAC will meet at 1:30 p.m. All meetings will be held at the **Bayview Community Center, 2001 E Lloyd St., Pensacola, FL.**

#### **ADJOURNMENT**

There being no further business, the meeting was adjourned.



Steven Barry  
Chairman

Kerry Smith  
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 418 E Gregory Street-Ste 100 •  
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • [www.ecrc.org](http://www.ecrc.org)

February 12, 2026

Mr. Mark Brock, Transportation Planning Manager  
FDOT District 3 Planning  
P. O. Box 607  
Chipley FL 32428-0607

RE: Amendment to the FY 2026-2030 Transportation Improvement Program (TIP)

Dear Mr. Brock:

At the February 11<sup>th</sup> Florida-Alabama TPO meeting, the TPO passed Resolution 26-02 to amend the following project in the FY 26-30 TIP.

Adds the Construction cost in FY 2025/2026 for Project ID 4568692 for SR 727/SR 295 (Fairfield Drive) from North 65<sup>th</sup> Avenue to West Highland Drive Lighting Project for a total cost of \$25,000.

The signed resolution and the amended TIP page are attached. If you have any questions, please contact Mr. Gary Kramer at 1-800-226-8914, ext 219, or [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org).

With Sincere Appreciation,

A handwritten signature in blue ink, appearing to be "Kandase Lee", written over a light blue horizontal line.

Kandase Lee  
Chief Executive Officer

Attachments:

1. Resolution 26-02
2. Amended FY 2026-2030 TIP Page

Copies to:

Bryant Paulk, Christy Johnson – Milton Operations Center  
Aleah Smith, FDOT District 3

## RESOLUTION FL-AL 26-02

### A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2026 – FISCAL YEAR 2030 TRANSPORTATION IMPROVEMENT PROGRAM

---

**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**, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

**WHEREAS**, authorization for federal funding of projects within an urban area cannot be obtained unless the projects are included in the TPO's TIP; and

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the states and supported by the TPO.

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

The TPO amends the Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program to add the construction cost in FY 2025/2026 for Project ID 4568692, a lighting project on SR 727/SR 295 (Fairfield Drive) from North 65<sup>th</sup> Avenue to West Highland Drive at a total cost of \$25,000.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 11<sup>th</sup> day of February 2026.

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

BY:   
Steven Barry, Chairman

ATTEST: 

**4568692 - SR 727/SR295 W FAIRFIELD DR**

**Non-SIS**



FL-AL TPO Agenda

**From:** N 65TH AVE  
**To:** W HIGHLAND DR  
**Section:** 6 - Miscellaneous  
**Work Summary:** LIGHTING  
**Lead Agency:** FDOT  
**Length:** 5.293 MI  
**LRTP #:** Final Report p. F-10

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
RRU	ACSS	25,000	0	0	0	0	25,000
<b>Total</b>		<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>

**Prior Cost <2026:** 0

**Future Cost >2031:** 0

**Total Project Cost:** 25,000

**Project Description:** Funding for lighting on SR 727/SR 295 (West Fairfield Drive) from North 65th Avenue to West Highland Avenue.



Steven Barry  
Chairman

Kerry Smith  
Vice Chairman

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February 12, 2026

Mr. Mark Brock, Transportation Planning Manager  
FDOT District 3 Planning  
P. O. Box 607  
Chipley FL 32428-0607

RE: Amendment to the FY 2026-2030 Transportation Improvement Program (TIP)

Dear Mr. Brock:

At the February 11<sup>th</sup> Florida-Alabama TPO meeting, the TPO passed Resolution 26-03 to amend the following project in the FY 26-30 TIP.

Changes roadway segment for North Hayne Street from East Cervantes Street to East Blount Street to East Gonzalez Street to East Blount Street and changes mileage from 0.459 miles to 0.267 miles for Bike Path/Trail Project for Financial Project Identification (FPID) number 4517242 in FY 2025/2026 for a total cost of \$918,634.

The signed resolution and the amended TIP page are attached. If you have any questions, please contact Mr. Gary Kramer at 1-800-226-8914, ext 219, or [gary.kramer@ecrc.org](mailto:gary.kramer@ecrc.org).

With Sincere Appreciation,

A handwritten signature in blue ink, appearing to be "Kandase Lee", with a long horizontal flourish extending to the right.

Kandase Lee  
Chief Executive Officer

Attachments:

1. Resolution 26-03
2. Amended FY 2026-2030 TIP Page

Copies to:

Bryant Paulk, Christy Johnson – Milton Operations Center  
Aleah Smith, FDOT District 3

## RESOLUTION FL-AL 26-03

### A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2026 – FISCAL YEAR 2030 TRANSPORTATION IMPROVEMENT PROGRAM

---

**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**, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

**WHEREAS**, authorization for federal funding of projects within an urban area cannot be obtained unless the projects are included in the TPO's TIP; and

**WHEREAS**, the Florida-Alabama Transportation Planning Organization (TPO) believes that the amendment listed below will support the performance targets established by the States and supported by the TPO;

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

The TPO amends the Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program to change the project description and limits for Financial Project Identification (FPID) Number 4517242 from "North Hayne Street from East Cervantes Street to East Blount Street with a mileage of 0.459 mile" to "East Gonzalez Street to East Blount Street with a mileage of 0.267 at a total cost of \$918,634.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 11<sup>th</sup> day of February 2026.

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

BY:   
Steven Barry, Chairman

ATTEST: 

**4517242 - N HAYNE STREET**

**Non-SIS**



<b>From:</b>	E GONZALEZ STREET							
<b>To:</b>	E BLOUNT STREET							
<b>Section:</b>	4 - Transportation Alternatives							
<b>Work Summary:</b>	BIKE PATH/TRAIL	<b>Length:</b>	0.267 MI					
<b>Lead Agency:</b>	City of Pensacola	<b>L RTP #:</b>	Final Report p. F-9					

Phase	Fund Source	2025/26	2026/27	2027/28	2028/29	2029/30	Total
CST	TALT	56,200	0	0	0	0	56,200
CST	TALU	770,497	0	0	0	0	770,497
CST	TALU	1,000	0	0	0	0	1,000
CST	TALU	90,937	0	0	0	0	90,937
<b>Total</b>		<b>918,634</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>918,634</b>

**Prior Cost <2026:** 0

**Future Cost >2031:** 0

**Total Project Cost:** 918,634

**Project Description:** TPO Florida Transportation Alternatives Fully Funded Project Priority. Bike Path/Trail on North Hayne Street from East Gonzalez Street to East Blount Street.



## FDOT MPO Joint Certification

**MPO Name:** Florida-Alabama TPO

**Calendar Year of Review Period:** January 1, 2025, through December 31, 2025

**Date Completed:** 3/2/2026

### Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) jointly certify the metropolitan transportation planning process, as described in [23 Code of Federal Regulations \(CFR\) 450.336](#). The FDOT MPO Joint Certification includes confirmation of the metropolitan transportation planning process, a summary of the MPO's noteworthy achievements, and, if applicable, a list of recommendations and/or corrective actions. The District must report corrective actions and how they were resolved by the MPO directly to the MPO Board.

The MPO completes Part 1, while the FDOT District completes Part 2. Please read and answer each question in the document. The FDOT MPO Joint Certification must be submitted to the Office of Policy Planning (OPP) by **June 1**.

### Part 1: MPO

*The MPO completes Part 1 of the Joint Certification.*

#### Section 1.1: Statement of Compliance

The MPO Executive Director must review and sign the statement below to certify compliance with federal and state requirements.

**I acknowledge and confirm that the MPO (check all):**

- Incorporates the 10 Federal Planning Factors [[23 CFR 450.306](#)] into its planning process.
- Develops transportation plans and programs through a continuing, comprehensive, and cooperative process [[23 CFR 450.306\(b\)](#)].
- Ensures that federal-aid funds are expended in conformity with applicable federal and state laws, including [23 United States Code \(USC\) 134](#), [49 USC 5303](#), [2 CFR 200](#), and [s.339.175, Florida Statutes \(FS\)](#) and policies and procedures prescribed by FDOT and FHWA.



- Requires its consultants and contractors to comply with applicable federal and state laws pertaining to the use of federal-aid funds.
- Uses a financial management system that complies with the requirements outlined in [2 CFR 200.302](#).
- Ensures records of costs incurred under the terms of the FDOT/MPO Agreement are always maintained and readily available upon request by FDOT during the period of the FDOT/MPO Agreement, as well as for five years after final payment is made.
- Submits supporting documentation in sufficient detail for proper monitoring, when required, to FDOT.
- Maintains and updates required agreements between the MPO and FDOT, other MPOs, and local stakeholders.

**Please select options applicable to the MPO:**

- The MPO is a standalone entity, a direct recipient of federal funds, and subject to an annual single audit.
- The MPO uses a federal or state-approved indirect cost rate.

If **Yes**, please indicate which indirect cost rate the MPO uses:


- Actual indirect costs (with receipts)
- An approved Indirect Cost Allocation Plan (to be completed by the MPO, submitted to FDOT Office of Comptroller for review and approval PRIOR to contract execution)
- De Minimus Rate: A percentage of Modified Direct Costs (currently, the De Minimus rate is 15%)

If **Yes**, please check the box if the MPO submitted a Cost Allocation Plan.

- The MPO charges all eligible costs as direct costs.
- FDOT and the MPO certify the metropolitan transportation planning process is carried out according to applicable requirements described in 23 CFR 450.336.**



By signing below, I certify the above information is true and accurate.

**MPO Executive Director Signature:** Signed by:   
6A0CA9718FDC498...

**Name:** Kandase Lee

**Title:** Chief Executive Officer  
 03/10/2026 | 4:46 PM EDT

**Date:** \_\_\_\_\_

**FDOT Transportation Development Director Signature:** Signed by:   
DAACD2FA8DCE441...

**Name:** Rodney Chamberlain, P.E.

**Title:** Director of Transportation Development Florida Department of Transportation - District 3  
 03/23/2026 | 2:31 PM EDT

**Date:** \_\_\_\_\_

### Section 1.2: Noteworthy Achievements and Practices

List the MPO's noteworthy achievements and practices below by year.

Month	Year	Noteworthy Achievement or Practice
ongoing	2025	The TPO is the lead agency for all traffic signal coordination in the TPO area. In cooperation with FDOT, the TPO serves as the single-source of coordination and prioritization of regional traffic needs, such as signal coordination, equipment upgrades, and cross-jurisdictional problem-solving, between FDOT and the five Florida local governments.
ongoing	2025	The TPO works to develop and maintain relationships with all military installations in the region. The military is one of the main economic drivers and employers within the TPO. Due to the military's large presence, there are significant transportation impacts that must be understood and mitigated where possible. The TPO works directly with the military to identify problems and solutions as it relates to transportation and traffic management.



<b>ongoing</b>	2025	The TPO partnered with the Emerald Coast Regional Council to develop a regional Safety Action Plan (adopted in December 2024) that identified the high-injury network consisting of corridors with the highest fatalities and serious injuries. By conducting a regional study all local governments within the TPO are eligible to apply for implementation funds. Projects identified in the plan are safety focused and ranked based on crash history.
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### Section 1.3: MPO Comments

List items that require follow-up or action.

Please list items here.

## Part 2: FDOT District

*The FDOT District completes Part 2 of the Joint Certification.*

### Section 2.1: Risk Assessment

FDOT, as the recipient of federal-aid funds for the State, is responsible for ensuring that these funds are expended in accordance with [2 CFR 200.332\(b\)](#), [s.215.971,FS](#), and [s.216.3475, FS](#). After coordination with the Office of Policy Planning (OPP), any of the considerations in [2 CFR 200.331\(b\)](#) may result in an MPO being assigned the high-risk level.

The questions in this section assign a risk level to each MPO. The risk level determines the minimum frequency with which the District MPO Liaison reviews the MPO’s supporting documentation for invoices for the following year.

**Figure 1** shows the risk assessment and monitoring timeline.

*Figure 1. Risk Assessment Process*



#### 1. MPO Invoice Submittal

How often does the MPO submit invoices to the District for reimbursement?

Monthly

The MPO must submit invoices within 90 days of the end of the invoice period. An invoice is late if it is submitted after 90 days. How many invoices did the MPO submit late? 0

#### 2. MPO Invoice Review Checklist

The [MPO Invoice Review Checklist](#) identifies significant findings, i.e., items that require correction for the MPO to be reimbursed. How many significant findings did the MPO invoice checklists have in the past year? 0

#### 3. MPO Supporting Documentation Review Checklist

The [MPO Supporting Documentation Review Checklist](#) identifies significant findings, i.e., items that require correction for the MPO to be reimbursed. How many significant findings did the MPO supporting documentation checklists have in the past year? 0



**4. Risk Assessment Score**

Please use the table below to select the MPO’s risk level.

Total number of late invoices and significant findings: 0

**Level of Risk:** Low

Total Number of Late Invoices and Significant Findings	Risk Level	Frequency of Monitoring
Less than 10	Low	Annual
10-20	Moderate	Bi-annual
21-30	Elevated	Tri-annual
More than 30	High	Quarterly

**Section 2.2: Planning Documents**

1. Complete the table below.

Planning Document	Date Adopted	End/Horizon Date	Date Uploaded in GAP (if applicable)	Was the document made available to the public consistent with applicable federal regulations and the procedures identified in the MPOs PPP?
L RTP	8/13/25	2050	2/13/26	Yes
TIP	5/14/25	2030	5/28/25	Yes
UPWP	5/14/25	6/30/29	5/20/24	Yes
CMP	12/11/24	12/11/29		Yes
PPP	1/13/23	N/A		Yes

2. Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

Yes

3. Was the Public Participation Plan (PPP) made available for public review at least 45 days before adoption?

Yes



### Section 2.3: District Questions

List District questions or observations that require follow-up or action.

The District encourages the TPO to review the existing documents posted on their website to ensure the appropriate versions are posted. In addition, we request core documents have an individual listing to help facilitate their location by the public. as well as transportation partners.

### Section 2.4: Recommendations and Corrective Actions

Identify any recommendations and corrective actions based on the information in this review below. Corrective actions should include a date by which the MPO must address them. The District must report corrective actions and how they were resolved by the MPO directly to the MPO Board.

**Status of Recommendations and Corrective Actions from Prior Certifications**

Recommendation/Corrective Action	Applicable Date/Response Date

**Current Recommendation(s) for this Certification Cycle**

Please detail.

**Current Corrective Action(s) for this Certification Cycle**

Please detail.

# 2026 TPO BOARD MEETINGS


**FEB 10**

**TCC Meeting @ 10:00 AM | CAC Meeting @ 1:30 PM**

**FEB 11**

**TPO Board Meeting @ 9:00 AM**

 **Bayview Community Center,**  
 2001 E Lloyd St., Pensacola, FL

 **Expected TPO Items:** Opening  
 Project Priorities & Ranking TA  
 Applications


**MAY 12**

**TCC Meeting @ 10:00 AM | CAC Meeting @ 1:30 PM**

**MAY 13**

**TPO Board Meeting @ 9:00 AM**

 **Bayview Community Center,**  
 2001 E Lloyd St., Pensacola, FL


 **Expected TPO Items:** Adopting  
 Project Priorities, Chair/Vice Chair  
 Elections, & Adopting the TIP

**AUG 11**

**TCC Meeting @ 10:00 AM | CAC Meeting @ 1:30 PM**

**AUG 12**

**TPO Board Meeting @ 9:00 AM**

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

 **Expected TPO Items:** To Be  
 Determined

**DEC 08**

**TCC Meeting @ 10:00 AM | CAC Meeting @ 1:30 PM**

**DEC 09**

**TPO Board Meeting @ 9:00 AM**

 **Bayview Community Center,**  
 2001 E Lloyd St., Pensacola, FL

 **Expected TPO Items:** FDOT Work  
 Program & MPOAC Committee  
 Member Selections