



Florida Department of Transportation District Three Transportation Regional Incentive Program

Project Name:

TRIP was created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

If selected for funding, the Florida Department of Transportation (FDOT) will pay up to 50 percent of project costs for public transportation facility projects. Projects must: "Serve national, statewide, or regional functions and function as part of an integrated regional transportation system".

While there is no rigid application procedure, the District has created this form for Implementing Agencies and Regional Transportation Authorities to facilitate the assembly of pertinent project information related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.

Date:

Origin of Request (Applying RTA):

Contact Person:

Address:

Phone: **E-mail:**

Implementing Agency¹:

Contact Person:

Address:

Phone: **E-mail:**

Project Information:

Facility:

Project Limits:

Work to be performed:

Project Information Continued:

Describe how the project will improve regional mobility within the Regional Transportation Area:

Attachment A: Project location map and support data for regional mobility, as appropriate.

Describe how the project reflects the below statutory guidelines under which the District will prioritize and select the candidate projects for funding² (Check those that apply):

- Provides connectivity to the SIS,*
- Supports economic development and goods movement in Rural Areas of Opportunity,*
- Is subject to local ordinances that establish corridor management techniques,*
- Improves connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).*

Does this project include an Environmental Study? Yes/No

If Federal funding is to be requested for any phase of this project, an Environmental Study must be completed in accordance with the National Environmental Policy Act.

Does this project have design plans available? Yes/No

Attachment B: If yes, Environmental Study and/or Design plans.

Project Funding:

Describe source of matching funds per phase and any restrictions on availability. Each phase requested (i.e., design, right-of-way, construction) requires at least a 50% local agency match unless the agency is within a Rural Area of Opportunity. Each phase shall be separated by at least 2 fiscal years (Department's fiscal year runs from July to June).

Phase Requested	FY	FDOT Amount	Local Match
PDE:			
R/W:			
Design:			
Construction:			

Attachment C: The planned project construction schedule.

Is the Agency eligible for a waiver of up to 50% of the project cost?³ Yes/No

Has other funding been requested for any part of this project? Yes/No
 (SCRAP, SCOP, CIGP, HSIP, SRTS, TA, Grant, etc.) If Yes, Name:

How will TRIP funding accelerate this project's implementation?

Regional Transportation Area⁴:

Describe the regional coordinating entity responsible for the prioritization of the candidate project and how the entity qualifies for TRIP funding as a Regional Transportation Area:

Has a copy of the RTA's interlocal agreement that addresses the statutory requirements⁵ been previously submitted to the Department ?

Yes/No

If no, please explain:

Attachment D: Review the authorizing interlocal agreement and any supporting documentation. Include the agreement with the application if updates to signatures, dates, or any other information is revised.

Is there a Regional Transportation Plan that demonstrates the completion of the following?

Adopted system map or listing of facilities, showing the facility to be improved has been identified by the Regional Transportation Area as part of an integrated regionally significant transportation system.

The prioritized list of regionally significant projects developed by the Regional Transportation Area.

If no, please explain:

Attachment E: Documentation of successful completion of a qualified Regional Transportation Plan (include map).

Project Qualification Information:

Does the project appear in the capital improvement schedule of the local comprehensive plan? If no, explain: Yes/No

Attachment F: If available, add documentation that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.⁶

Attachment G: Document that level-of-service standards for the facility to be improved have been coordinated with FDOT by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT if the project is on a Strategic Intermodal System.⁷

Project Qualification Information Continued:

Attachment H: Document that the project meets the following TRIP statutory eligibility requirements.⁸

Supports facilities that serve national, statewide or regional functions and function as an integrated transportation system,

Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,

Be consistent with the Strategic Intermodal System (SIS),

Be in compliance with local corridor management policies, and

Have commitment of local, regional or private matching funds (if no waiver).

This application is a good faith commitment from the applicant that matching funds will be available. As such, the Department requires that the Chairman of the Governing Board of the Municipality/Authority committing the funds sign this application (electronic signature accepted):

Signature:

Supporting Narrative:

Please submit application with supporting information and documentation, including the following Attachments A-H, electronically to:

Florida Department of Transportation, District Three
Tanya Branton, TRIP Coordinator
tanya.branton@dot.state.fl.us
phone (850) 330-1550

**SIGNATURE
FORTHCOMING
FOLLOWING NEXT
BOCC MEETING**

Attachment A: Project location map and support data, as appropriate.

Attachment B: Environmental Study and/or Design Plans, if available.

Attachment C: The planned project construction schedule.

Attachment D: The authorizing interlocal agreement and any supporting documentation as appropriate. Check Signatures and Dates.

Attachment E: Documentation demonstrating successful completion of a qualified Regional Transportation Plan.

Attachment F: Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.⁶

Attachment G: Document that level-of-service standards for the facility to be improved have been adopted by the local government if on the SIS.⁷

Attachment H: Document that the candidate project meets the TRIP statutory eligibility requirements.⁸

1. Identify the agency responsible for meeting the financial requirements of the TRIP program.
2. Section 339.2819(4), F.S.
3. A reduction or waiver of match requirements will not increase the amount of funding provided under the TRIP beyond 50% of the total cost.
4. Section 339.155(4)(c), (d), and (e) and Section 163.01, F.S.
5. Section 339.155(4)(d), F.S.
6. Section 163.3177(3), F.S.
7. Though concurrency requirements were repealed, FDOT consultation is still required with regards to Level of Service Standards if the proposed project impacts the Strategic Intermodal System.
8. Section 339.2819(4)(a), F.S.

Attachment A:

Project Location Map

(Per Grant Application Instructions: “Project Location Map and support data, as appropriate.”)

Attachment B:

Environmental Study and/or Design Plan

(Per Grant Application Instructions: “*Environmental Study and/or Design Plans, if available.*”)

Narrative: This attachment is being included with the TRIP Application in association with the two questions appearing within the application document as follows:

<u>Does this project include an Environmental Study?</u>	Yes/No <input type="text" value="No"/>
If Federal funding is to be requested for any phase of this project, an Environmental Study must be completed in accordance with the National Environmental Policy Act.	
<u>Does this project have design plans available?</u>	Yes/No <input type="text" value="No"/>
Attachment B: <i>If yes, Environmental Study and/or Design plans.</i>	

As indicated, the answer to both questions posed in the TRIP Application is “no.”

With that said, FDOT has previously contributed funding to multiple phases of the project, including the PD&E Study and Design. The PD&E Phase is approximately 95% complete and is currently under review by project stakeholders, including FDOT. The Design Phase is approximately 25% complete and is actively underway.

Attachment C:

Planned Project Construction Schedule

Per Grant Application Instructions: “The planned project construction schedule.”

<i>Construction:</i>				
<i>Attachment C: The planned project construction schedule.</i>				

Narrative: The project construction schedule requested by the grant application is not available at this time due to the fact that the project is in the early stages of the Design Phase.

Attachment D:

Authorizing Interlocal Agreement and Supporting Documentation

(Per Grant Application Instructions: “Authorizing Interlocal Agreement and any supporting documentation, as appropriate. Check signatures and Dates”)

Narrative:

The webpage referenced below, maintained by the Emerald Coast Regional Council (ECRC), describes the Regional Transportation Partnership (RTP), which for many years consisted of representatives from Bay, Gulf, Holmes, and Washington Counties and is now administered by ECRC.

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

At its regular meeting on December 1, 2021, the Bay County Transportation Planning Organization (TPO) approved Resolution Bay 21-36, along with an associated interlocal agreement, formally designating ECRC as the RTP custodian for the aforementioned counties, as well as the additional counties of Escambia, Santa Rosa, Okaloosa, and Walton. Since that action, participating jurisdictions have executed the necessary resolutions and interlocal agreements to support ECRC’s role as the Regional Transportation Planning Organization for the designated Regional Transportation Area (RTA).

The aforementioned webpage provides convenient access to all information pertinent to the RTA and RTP, including the interlocal agreements, maps, and all associated information

Plan News

- **The Regional Rural Plan has been adopted! View it here - [RRTP Final Report \(Adopted February 8, 2023\)](#)**



Project Overview

The Regional Rural Transportation Plan (RRTP) serves as a blueprint for maintaining and enhancing the region's rural transportation system. Under a pilot project task handed down by District Three of the Florida Department of Transportation (FDOT), staff at the Emerald Coast Regional Council (ECRC) brought the region's rural communities together for discussion and collaboration. Through this process, the Regional Rural Transportation Plan (RRTP) was established outlining the transportation needs of these rural areas. This plan functions similarly to the Transportation Planning Organization (TPO) Long Range Transportation Plan process. It covers a 20-year planning horizon, prioritizes short- and long-range projects for consideration in the Statewide Transportation Improvement Program (STIP), and meets the goals of the Florida Transportation Plan (FTP).

Project Area

The plan's study area includes the rural portions of Escambia, Santa Rosa, Okaloosa, and Walton Counties; and the entirety of Holmes and Washington Counties.

 2023 RRTP Area Map

Interactive Maps

Click one of the buttons below to access interactive maps, including all Needs Plan, Project Priorities, and relevant data layers used throughout plan development.

 [Map Button](#)





PROJECT PRIORITIES INTERACTIVE MAP

Your Voice

This plan is made for you and with you. Rural transportation needs are growing, and we thank you for welcoming us to your table to solve problems. The RRTP seeks to elevate the voice of rural communities and ensure those transportation needs are captured in the more extensive STIP outlined above. With your help, the RRTP aims to maximize our conversations with you, the public, and local governments while documenting your needs when developing future transportation plans.

Your support is vital to the success of Florida's Regional Rural Transportation Plan.

To ensure our lines of communication are open, you can be updated promptly and often in the planning process through various platforms.

SUBSCRIBE FOR EMAIL UPDATES

Email Address *

Zip Code *

First Name *

Last Name *



Why make the RRTP?

In 2018, FDOT identified a need for Rural Transportation Planning by specifying the following: *"TPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions."*

Planning Progress

In 2020, the Emerald Coast Regional Council (ECRC) developed a Phase I plan to help inform rural communities of this new initiative. Phase I included collecting data about the rural populations, establishing and surveying stakeholders, and outlining priority areas. Throughout the first phase, we focused on transportation patterns between the rural regions and the Metropolitan Planning Areas for the three TPOs. Finally, phase I wrapped up with a compiled list of recommendations and conclusions.

Attachment E:

Qualified Regional Transportation Plan Documentation

(Per Grant Application Instructions: “Documentation demonstrating successful completion of a qualified Regional Transportation Plan.”)

Narrative:

Bay County will continue to coordinate Regional Transportation Plan documentation with the Emerald Coast Regional Council (ECRC) in its established role as the Regional Transportation Partnership (RTP) entity. As discussed in the preceding section of this application, ECRC serves as the designated Regional Transportation Planning Organization for the applicable Regional Transportation Area.

ECRC maintains a comprehensive public website that provides centralized access to all materials pertinent to the Regional Transportation Area and Regional Transportation Plan, including executed interlocal agreements, system maps, and all supporting documentation associated with the Regional Transportation Plan, including the adopted plan document.

The website URL is as follows:

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

Attachment F:

Document Candidate Improvement Appears in the Capital Improvement Schedule

(Per Grant Application Instructions: “Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.”)

Excerpt from Grant Application:

Project Qualification Information:	
Does the project appear in the capital improvement schedule of the local comprehensive plan? If no, explain:	Yes/No <input checked="" type="radio"/> Yes <input type="radio"/> No
"Yes" entry appearing above = The project "appears in the 'capital improvement schedule' of the local comprehensive plan," to utilize the specific terminology appearing within the TRIP Application. The corresponding terminology utilized by Bay County BOCC is 'Infrastructure Surtax Projects List.'	
Attachment F: If available, add documentation that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan. ⁶	

Narrative: As noted in the excerpt appearing above, the project indeed "appears in the 'capital improvement schedule' of the local comprehensive plan," which is to utilize the precise terminology appearing within the TRIP application.

That said, it should be noted that the corresponding terminology utilized by Bay County Bay County Board of County Commissioners is '*Infrastructure Surtax Projects List.*' Supported by the fact that the project under discussion is currently in the PD&E, as well as the concurrent Design Phase, it is hereby further certified that the project is in the aforementioned infrastructure project list.

Attachment G:

Document Level-of-Service Standards

(Per Grant Application Instructions: “Document that Level-of-Service standards for the facility to be improved have been adopted by the local government if on the SIS.”)

Narrative: This attachment is being uploaded to the TRIP Application database essentially as a “housekeeping measure,” as an Attachment G upload is positively required by the GAP System to in order to finalize and upload an overall TRIP Application.

In many cases, an Attachment G document quantifying and attesting the Level-of-Service is required for a TRIP Application. However, according to the TRIP Application instructions highlighted below, such a document is only required as part of an application IF the proposed project is on the Strategic Intermodal System (SIS).

Attachment G: Document that level-of-service standards for the facility to be improved have been coordinated with FDOT by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT if the project is on a Strategic Intermodal System.⁷

While this candidate project is not physically on the SIS, it is of great value to the overall regional roadway network, which results in direct benefit to the SIS.

FDOT District Three Transportation Regional Incentive Program (TRIP)

Attachment H: Document that the candidate project meets the TRIP statutory eligibility requirements.

Attachment H:

(Per Grant Application Instructions: “Document that the candidate project meets the TRIP statutory eligibility requirements.”)

Narrative: This section of the TRIP Application, which is categorized under “Project Qualification Information,” is undoubtedly intended to assure that the candidate project meets the requirements of the Transportation Regional Incentive Program as set forth in statute. It should be noted that the content of this section of the application echoes language of Chapter 339.2819(4)(a), Florida Statutes. In other words, the “check boxes” appearing on the TRIP Application repeat the statutory wording practically verbatim.

Project Qualification Information Continued:	
Attachment H: Document that the project meets the following TRIP statutory eligibility requirements.⁸	
<input checked="" type="checkbox"/>	Supports facilities that serve national, statewide or regional functions and function as an integrated transportation system,
<input checked="" type="checkbox"/>	Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,
<input checked="" type="checkbox"/>	Be consistent with the Strategic Intermodal System (SIS),
<input checked="" type="checkbox"/>	Be in compliance with local corridor management policies, and
<input checked="" type="checkbox"/>	Have commitment of local, regional or private matching funds (if no waiver).

Due to the near word-for-word correlation between the application checklist and the statute, it is evident that when a TRIP applicant “checks the boxes” that correspond on a one-to-one basis to the statutory requirements, that the

applicant is thereby self-certifying that that they meet the requirements of both the TRIP Application, as well as the applicable Florida Statutes.

For reference, an excerpt of the statute under discussion appears below:

The 2022 Florida Statutes

Title XXVI PUBLIC TRANSPORTATION	Chapter 339 TRANSPORTATION FINANCE AND PLANNING	View Entire Chapter
--------------------------------------------------------	-----------------------------------------------------------------------	-----------------------------------------

339.2819 Transportation Regional Incentive Program.—

(1) There is created within the Department of Transportation a Transportation Regional Incentive Program for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to s. [339.155\(4\)](#).

(2) The percentage of matching funds provided from the Transportation Regional Incentive Program shall be up to 50 percent of project costs.

(3) The department shall allocate funding available for the Transportation Regional Incentive Program to the districts based on a factor derived from equal parts of population and motor fuel collections for eligible counties in regional transportation areas created pursuant to s. [339.155\(4\)](#).

(4)(a) Projects to be funded with Transportation Regional Incentive Program funds shall, at a minimum:

1. Serve national, statewide, or regional functions and function as part of an integrated regional transportation system.
2. Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management.
3. Be consistent with the Strategic Intermodal System Plan developed under s. [339.64](#).
4. Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.

Should additional discussion or information be necessary from Bay County in its role as TRIP applicant, to certify that the proposed project meets statutory requirements, or for other purposes, please do not hesitate to contact us.

Attachment xx:

Engineer's Cost Estimate for Roadway Projects

Narrative:

The document included in the TRIP application entitled “*Sample Engineer’s Cost Estimate for Roadway Projects*” is not applicable to the scope of work proposed under this particular application. This application seeks TRIP funding exclusively for the Right-of-Way (ROW) Phase of the project and does not include construction activities, which would otherwise require preparation of an engineer’s cost estimate.

With regard to anticipated ROW acquisition costs, as well as compensable Mitigation Credits, these cumulative costs are projected to be well in excess of the \$5,000,000 value referenced in the TRIP application for this particular funding cycle.

It is further acknowledged that any TRIP funding awarded to the project will require a 50-percent local match, consistent with program requirements. Based on the requested TRIP amount, the anticipated local share would be \$2,500,000. The proposed funding structure supports advancement of the ROW Phase in a manner that is consistent with TRIP phasing, cost-share expectations, and prudent fiscal management.

This attachment is provided for informational completeness only and is not intended to represent a construction cost estimate for the proposed TRIP funding request.

Attachment xx:

Interlocal Agreement/Supporting Documentation

(GAP System User Interface Instructions: “*Interlocal Agreement/Supporting Documentation*”)

Narrative: This attachment is being included with the TRIP Application in response to the prompt within the GAP System User Interface that appears as follows:



Discussion: The existing Interlocal Agreement that is presently in effect and therefore currently applicable to the Bay County TPO region (as well as other TPO regions) begins on Page 2 of this document.

The Interlocal Agreement that follows designates Emerald Coast Regional Council (ECRC) as the ‘Regional Transportation Planning Organization’ for the purposes outlined in Section 339.155(4), *Florida Statutes*, and therefore making ECRC the responsible entity for developing and maintaining ‘Regional Transportation Plans’ in ‘Regional Transportation Areas.’

**INTERLOCAL AGREEMENT
AMONG
THE
FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION;
OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION;
BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION;
WASHINGTON COUNTY, FLORIDA; HOLMES COUNTY, FLORIDA;
AND THE
EMERALD COAST REGIONAL COUNCIL f/k/a
WEST FLORIDA REGIONAL PLANNING COUNCIL**

THIS INTERLOCAL AGREEMENT is made and entered into by and among the Florida-Alabama Transportation Planning Organization, Okaloosa-Walton Transportation Planning Organization, Bay County Transportation Planning Organization, all of which are public agencies/metropolitan planning organizations created pursuant to Chapter 339.175 and 163.01, *Florida Statutes* (herein referred to as “**TPO’s**”); The Board of County Commissioners of Washington County, Florida, The Board of County Commissioners of Holmes County, Florida, and the Emerald Coast Regional Council f/k/a West Florida Regional Planning Council, a public agency/regional planning council created pursuant to Chapter 186 and 163.01 Florida Statutes, authorized to conduct business in the State of Florida, FEI/EIN 59-0500582, with a principal address of 4801 E. Olive Road, Suite A, Pensacola, Florida 32514 (hereinafter referred to as the “**ECRC**”). Each of the foregoing entities is referred to separately as a “**Party**” and collectively as the “**Parties.**”

WITNESSETH:

WHEREAS, section 163.01, *Florida Statutes*, permits governmental units to make efficient use of their powers by enabling them to enter into Interlocal Agreements to cooperate with other local governmental units on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities;

WHEREAS, pursuant to section 339.175, *Florida Statutes*, the Florida-Alabama Transportation Planning Organization, the Okaloosa-Walton Transportation Planning Organization and the Bay County Transportation Planning Organization, are each established as a “metropolitan planning organization” by the State of Florida and by the Local Governments which are a constituent of such Transportation Planning Organization; and

WHEREAS, presently and previous to the existence of this Interlocal Agreement, the ECRC provides staffing and management to the Florida-Alabama Transportation Planning Organization, the Okaloosa-Walton Transportation Planning Organization and the Bay County Transportation Planning Organization; and

WHEREAS, Washington and Holmes Counties are considered rural counties not part of a MPO/TPO designated boundary, in relation to section 399.175, *Florida Statutes*;

WHEREAS, section 339.2819, *Florida Statutes*, creates within the Florida Department of Transportation a Transportation Regional Incentive Program (TRIP) that provides funds to improve regionally significant transportation facilities in Regional Transportation Areas created pursuant to Section 339.155, *Florida Statutes*; and

WHEREAS, section 339.155(4)(c), *Florida Statutes*, allows regional transportation plans to be developed in regional transportation areas in accordance with an interlocal agreement entered into pursuant to section 163.01, *Florida Statutes*, by two or more contiguous metropolitan planning organizations and/or two or more counties not members of a metropolitan planning organization; and

WHEREAS, this Interlocal Agreement is intended to be the agreement contemplated by section 339.155(4)(c), *Florida Statutes*, to designate the ECRC as the Regional Transportation Planning Organization within the boundaries of: Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington and Bay Counties, Florida.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties enter into this Interlocal Agreement.

1. In accordance with section 339.155(4), *Florida Statutes*, the parties identify Emerald Coast Regional Council, formerly known as West Florida Regional Planning Council ("ECRC") as the Regional Transportation Planning Organization, for the purposes outlined in section 339.155(4), *Florida Statutes*.
2. The boundaries of the Regional Transportation Area are: Escambia, Santa Rosa, Okaloosa, Walton, Washington, Holmes, and Bay Counties, Florida, in their entirety.
3. The duration of this agreement shall be effective upon full execution of all Parties, and will continue until all Parties agree to terminate this Interlocal Agreement.
4. This Agreement may be terminated, modified or rescinded as follows:
 - (a) A County or TPO may propose modifications to this agreement at any time with written notice to the ECRC chief executive officer or ECRC board of directors, and
 - (b) Unanimous written agreement of the Parties that expressly terminates, modifies or rescinds this Agreement.

5. The process for creating and updating the regional transportation plan will:

- (a) At a minimum, identify regionally significant transportation facilities located within a regional transportation area and contain a prioritized list of regionally significant projects. The projects shall be adopted into the capital improvements schedule of the local government comprehensive plan.
- (b) ECRC shall prepare and adopt application cycles, criteria for evaluation, 7. and other necessary processes to develop the regional transportation plan.

6. This Interlocal Agreement shall be recorded in the Official Records of each of the following counties in Florida: Escambia; Santa Rosa; Okaloosa; Walton; Bay; Washington; and Holmes.

7. Each of the Parties represents and warrants that the undersigned representatives of the TPO's, the Counties, and of ECRC are authorized to sign this Agreement and thereby to obligate and bind that Party.

IN WITNESS WHEREOF, the parties hereto have duly executed this Interlocal Agreement on the respective dates under each signature below.

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the RPC.

EMERALD COAST REGIONAL COUNCIL

BY: _____

Austin Mount, CEO Emerald Coast Regional Council

DATE: 05/20/2020

ATTEST: Tammy Neal

Tammy Neal, Executive Administrative Assistant

FLORIDA - ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: Sam Parker

Commissioner Sam Parker, Chairman

DATE: 5/13/2020

ATTEST: Jiffany Nolan

DATE: 5/13/2020

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the RPC.

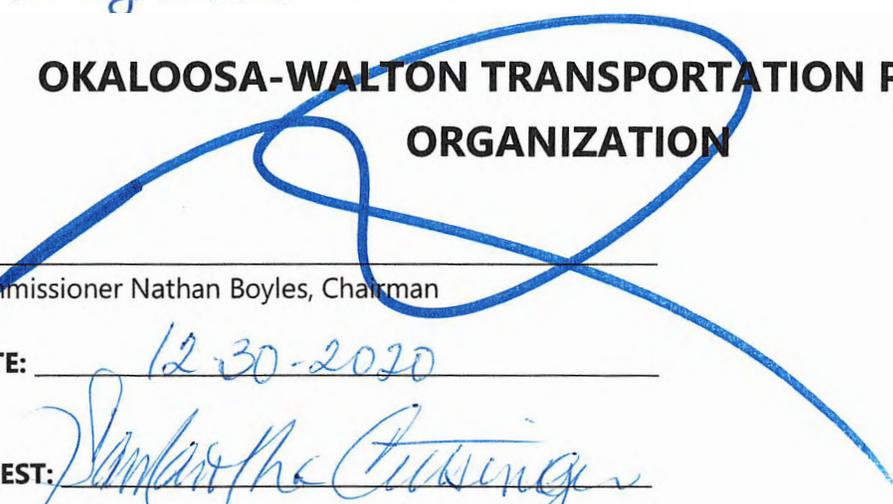
EMERALD COAST REGIONAL COUNCIL

BY: 
Austin Mount, CEO Emerald Coast Regional Council

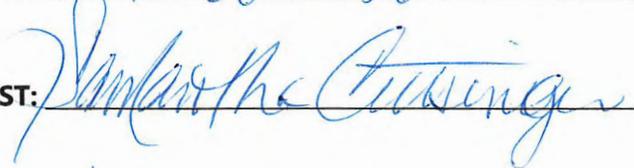
DATE: 1-21-2021

ATTEST: 
~~Tammy Neal~~, Executive Administrative Assistant
Tiffany Bates

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY: 
Commissioner Nathan Boyles, Chairman

DATE: 12-30-2020

ATTEST: 

DATE: 12-30-2020

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES.

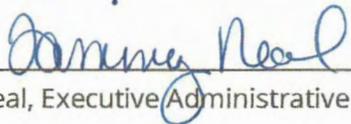
IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and herby establish the RPC.

EMERALD COAST REGIONAL COUNCIL

BY:  _____

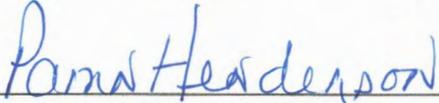
Austin Mount, CEO ECRC

DATE: 5/15/2020

ATTEST:  _____

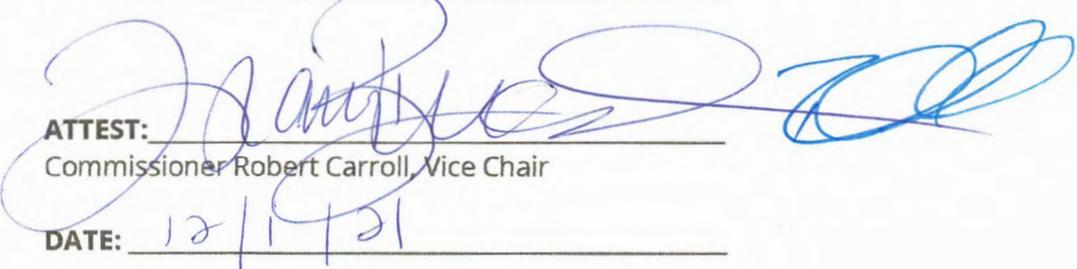
Tammy Neal, Executive Administrative Assistant

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY:  _____

Mayor Pam Henderson, Chairwoman

DATE: 12/1/21

ATTEST:  _____

Commissioner Robert Carroll, Vice Chair

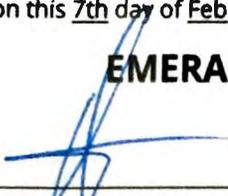
DATE: 12/1/21

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the RPC.

Signed on this 7th day of February 2022.

EMERALD COAST REGIONAL COUNCIL

BY:  _____

Austin Mount, CEO

DATE: 2/9/22 _____

ATTEST:  _____

Tammy Neal, Executive Assistant

HOLMES COUNTY BOARD OF COUNTY COMMISSIONERS

BY:  _____

Commissioner Earl Stafford, Chairman

DATE: 2/9/22 _____

ATTEST:  _____

Sam Bailey, Clerk of the Circuit Court

INTERLOCAL AGREEMENT BETWEEN BAY COUNTY, ESCAMBIA COUNTY, HOLMES COUNTY, OKALOOSA COUNTY, SANTA ROSA COUNTY, WALTON COUNTY AND WASHINGTON COUNTY, FLORIDA AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL PLANNING COUNCIL

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the RPC.

EMERALD COAST REGIONAL COUNCIL

BY:  _____

Austin Mount, CEO

DATE: 9-24-20

ATTEST:  _____

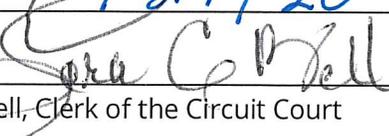
Tammy Neal, Executive Assistant

WASHINGTON COUNTY BOARD OF COUNTY COMMISSIONERS

BY:  _____

Commissioner Trey Hawkins, Chairman

DATE: 9/24/20

ATTEST:  _____

Lora C. Bell, Clerk of the Circuit Court

BCC APPROVED: 9-24-20

INTERLOCAL AGREEMENT BETWEEN THE BAY TPO, FLORIDA-ALABAMA TPO, OKALOOSA-WALTON TPO, AND EMERALD COAST REGIONAL COUNCIL f/k/a WEST FLORIDA REGIONAL WEST PLANNING COUNCIL DESIGNATING THE ECRC BOARD AS THE DESIGNATED REGIONAL TRANSPORTATION AREA TO SERVE THE REGIONAL NEEDS OF ESCAMBIA, SANTA ROSA, OKALOOSA, WALTON, BAY, WASHINGTON, AND HOLMES COUNTIES

IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the RPC.

EMERALD COAST REGIONAL COUNCIL

BY: Karen Cuchens
Karen Cuchens, Chairwoman Emerald Coast Regional Council

DATE: 4/23/2020

ATTEST: [Signature]
Austin Mount, CEO Emerald Coast Regional Council

RESOLUTION ECRC 2020-03

A RESOLUTION OF THE EMERALD COAST REGIONAL COUNCIL APPROVING AN INTERLOCAL AGREEMENT WITH THE FLORIDA- ALABAMA TPO, THE OKALOOSA-WALTON TPO, THE BAY COUNTY TPO, WASHINGTON AND HOLMES COUNTIES DESIGNATING THE EMERALD COAST REGIONAL COUNCIL AS THE REGIONAL TRANSPORTATION PLANNING ORGANIZATION AND THE REGIONAL TRANSPORTATION AREA

WHEREAS; the Florida Alabama Transportation Planning Organization and Okaloosa-Walton Transportation Planning Organization together created the Northwest Florida Regional Transportation Planning Organization (NWFLRTPO) by virtue of interlocal agreement for the purposes outlined in section 339, *Florida Statute*; and

WHEREAS; the Bay County Transportation Planning Organization in conjunction with Holmes, Washington, and Gulf Counties together created the Bay Gulf Holmes Washington Partnership (BGHWP) by virtue of interlocal agreement for the purposes outlined in section 339, *Florida Statute*; and

WHEREAS; the ECRC serves as staff to both the Northwest Florida Regional Transportation Planning Organization and the Bay Gulf Holmes Washington Partnership; and

WHEREAS; the board meetings of both the NWFLRTPO and the BGHWP typically meet only once per year; and

WHEREAS; it has become increasingly difficult to obtain a quorum for both the NWFLRTPO and BGHWP and conduct necessary businesses; and

WHEREAS; the ECRC fits the definitions and requirements as outlined and required by section 339, *Florida Statute*; and

WHEREAS; by identifying the ECRC as the Regional Transportation Planning Organization by virtue of an interlocal agreement the same services, products, and delivery can easily be provided with less administrative burden and by implementing a streamlined process; and

WHEREAS; the ECRC legal counsel has provided vital input and was consulted in the development of the interlocal agreement;

NOW, THEREFORE, BE IT RESOLVED THAT the Emerald Coast Regional Council that:

The ECRC by virtue of an interlocal agreement with the Florida-Alabama TPO, the Okaloosa-Walton TPO, the Bay County TPO and Washington and Holmes counties, become the designed Regional Transportation Planning Organization and the Regional Transportation Area as outlined in section 339, *Florida Statute* in order to continue to conduct the business of the region.

Duly passed and adopted by the Emerald Coast Regional Council on this 23rd day of April 2020.

BY: Kasey Cuchens
Kasey Cuchens, Chairwoman

ATTEST: [Signature]
Austin Mount, ECRC Chief Executive Officer



Attachment xx:

Engineer's Cost Estimate for Roadway Projects

Narrative:

The document included in the TRIP application entitled “*Sample Engineer’s Cost Estimate for Roadway Projects*” is not applicable to the scope of work proposed under this particular application. This application seeks TRIP funding exclusively for the Right-of-Way (ROW) Phase of the project and does not include construction activities, which would otherwise require preparation of an engineer’s cost estimate.

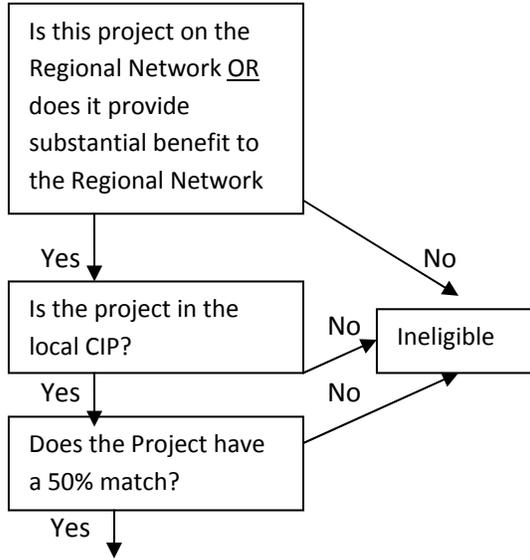
With regard to anticipated ROW acquisition costs, as well as compensable Mitigation Credits, these cumulative costs are projected to be well in excess of the \$5,000,000 value referenced in the TRIP application for this particular funding cycle.

It is further acknowledged that any TRIP funding awarded to the project will require a 50-percent local match, consistent with program requirements. Based on the requested TRIP amount, the anticipated local share would be \$2,500,000. The proposed funding structure supports advancement of the ROW Phase in a manner that is consistent with TRIP phasing, cost-share expectations, and prudent fiscal management.

This attachment is provided for informational completeness only and is not intended to represent a construction cost estimate for the proposed TRIP funding request.

**Emerald Coast Regional Council
Regional Transportation Planning Organization
TRIP PROJECT RANKING CRITERIA**

A.



Project Name: Philip Griffitts Sr Pkwy - Phase III

Date: January 16, 2026

Total Points: 6

F.-STRAHNET or STRACNET Designation?

1 pt Yes

0 pt No

G. Project Cost Sharing Beyond 50% Local Match Requirement

6 pts 80% or more of application cost is included in local government CIP

5 pts 70% to 79% of application cost is included in local government CIP

4 pts 60% to 69% of application cost is included in local government CIP

3 pts 51% to 59% of application cost is included in local government CIP

1 pt 50% or less of application cost is included in local government CIP

B. SIS relativity

3 pts SIS Road or connector

2 pts Connects to SIS

1 pt Compliments SIS

0 pts No relativity

C. Supports Economic Development & Goods Movement in Rural Area of Critical Economic Concern

1 pt Yes

0 pt No

D. Subject to local Ordinance for Corridor Management

2 pts Specific Ordinance Attached

1 pt General Ordinance Attached

0 pt Ordinance Not Attained

E. Status of Project (Phases Needed)

4 pts Construction-ready

3 pts ROW needed

2pts Design needed

1pt PD&E need

0pt All phases needed

H. Trip Project Is Part of an Evacuation Route

Critical roadway segments and intersections identified in the 2010 Statewide Regional Evacuation Study for the West Florida Region.

1 pt Yes 0 pt No

Adopted January 2021

