# Florida Department of Transportation
# District Three
# Transportation Regional Incentive Program

**Project Name:** Destin Crostown Connector

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:** January 12, 2024

**Origin of Request (Applying RTA):** NW Florida Regional TPO

**Contact Person:** Mary Beth Warnock

**Address:** PO Box 11399 Pensacola, FL 32524

**Phone:** 850-332-7976 ext. 228 **E-mail:** marybeth.washnock@ecrc.org

**Implementing Agency[1]:** City of Destin

**Contact Person:** Jeff Cozadd

**Address:** 4200 Indian Bayou Trail

**Phone:** 850-837-4200 ext. 1005 **E-mail:** jcozadd@cityofdestin.com

## Project Information:

**Facility:** Destin Crosstown Connector

**Project Limits:** Beach Drive to Benning Drive

**Work to be performed:**

Construct two lane roadway between Beach Drive and Benning Drive. Construct a roadway connecting the west end of Legion Drive with the east end of Azalea Drive.

## Project Information Continued:

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

Construction of a roadway between Beach Drive and Benning Drive will fill the only remaining gap in the City's Crosstown Connector; an east-west corridor intended to relieve traffic congestion on U.S. Highway 98 (SR 30). It will also complete Section 2 of the City's Corridor Management Plan. The corridor was adopted by the City Council on July 7, 2003 and is on the Okaloosa-Walton TPO non SIS project priorities. The project will incorporate multi-modal features that meet the goals, objectives and policies of the Multi-modal Transportation

***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 funding[2] (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).*

The Crosstown Connector is an important regional parallel route to U.S. Highway 98 that will allow travel from the Mid Bay Bridge to the Marler Bridge without using U.S. Highway 98. The project will enhance traffic movement on U.S. Highway 98 through Destin by providing an effective east-west alternative to local traffic. It will decrease congestion and improve travel times on U.S. Highway 98 via the net reduction in local trips and will also provide additional capacity for hurricane evacuations. It will also provide an alternate pedestrian/bicycle corridor to U.S. Highway 98.

**Does this project include an Environmental Study?** **Yes/No** Yes

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** Yes

***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:* | 2025 | 2,000,000 | 5,901,307 |

***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** No

**Has other funding been requested for any part of this project?** **Yes/No** No

*(SCRAP, SCOP, CIGP, HSIP, SRTS, TA, Grant, etc.)* **If Yes, Name:**

**How will TRIP funding accelerate this project's implementation?**

The City has completed the process of the design plans and ROW acquisition. The project is in the permitting stage and that is expected to be complete in approximately six months. Construction to immediately follow, pending funding.

## Regional Transportation Area[4]:

**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:**

The Northwest Florida Transportation Planning Organization (TPO) is the regional coordinating entity for TRIP candidate projects. The Florida-Alabama TPO and the Okaloosa-Walton TPO formed this TPO in 2004. The regional TPO's original focus was on U.S. Highway 98 as a regional corridor. However, the agency now is also looking at region wide projects to create an interconnected transportation network in northwest Florida. The TPO coordinates all regional transportation facilities and is a federally sanctioned organization.

**Has a copy of the RTA's interlocal agreement that addresses the statutory requirements[5] been previously submitted to the Department ?**

**Yes/No** Yes

**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?**

Yes — *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.*

Yes — *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** Yes

***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:**

Destin's Crosstown Connector will serve U.S. 98 and it provides a connection to other important transportation links in the south Okaloosa area. These roadways serve a regional function for moving goods, services and people, especially important to the tourist industry. This link helps make the Crosstown Connector a more effective component of an integrated transportation system. It is a part of the City's capital improvement program and is also consistent with the SIS because it provides an alternate connection to the SIS facility (U.S. 98) in Okaloosa County. This Crosstown Connection, of which Beach Drive to Benning Drive section is one link, is intended to move motorist more readily through the City. It is in the City's corridor protection ordinance and also in the City's Comprehensive Plan Policy.

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

**Florida Department of Transportation, District Three**
**Maria Showalter, TRIP Coordinator**
maria.showalter@dot.state.fl.us
**phone (850) 330-1550**

***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]

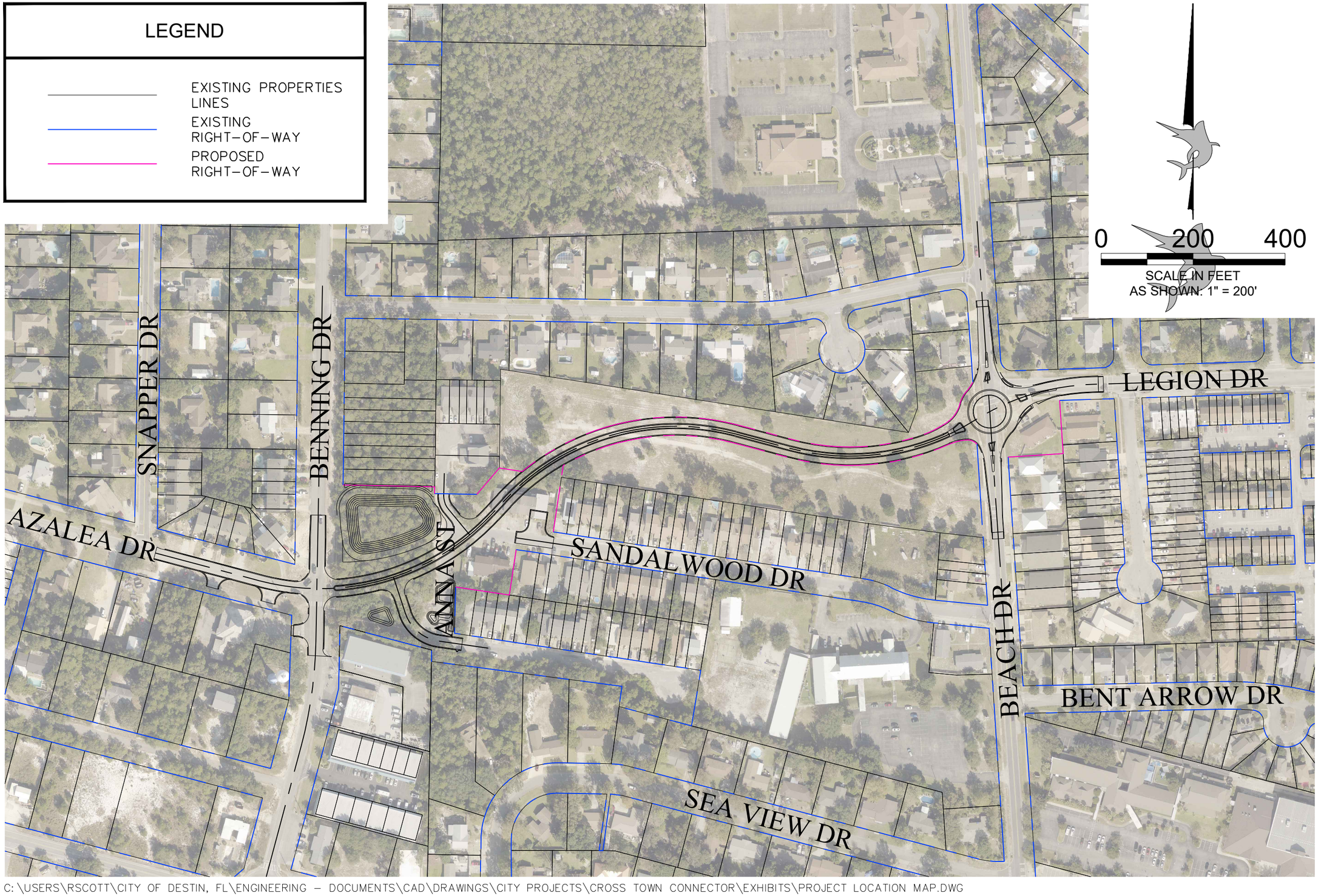
1. *Identify the agency responsible for meeting the financial requirements of the TRIP program.*
2. *Section 339.2819(4), F.S.*
3. *A reduction or waiver of match requirements will not increase the amount of funding provided under the TRIP beyond 50% of the total cost.*
4. *Section 339.155(4)(c), (d), 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.*

## LEGEND

EXISTING PROPERTIES LINES

EXISTING RIGHT-OF-WAY

PROPOSED RIGHT-OF-WAY

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SCALE IN FEET
AS SHOWN: 1" = 200'

CITY OF DESTIN
ENGINEERING DIVISION
4100 INDIAN BAYOU TRAIL
DESTIN, FL 32541
PHONE: (850) 654-1119

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# CROSS TOWN CONNECTOR
# CITY OF DESTIN, FLORIDA

| NO. | REVISIONS DESCRIPTION | DATE |
|---|---|---|

DATE: JAN. 2024
PROJECT NO: N/A
FILE NO.: N/A
SCALE: 1" = 200'

SHEET TITLE

**PROJECT LOCATION MAP**

SHEET NUMBER

**1 OF 1**

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# ENVIRONMENTAL IMPACT REPORT

## 1. PROJECT DESCRIPTION AND PURPOSE AND NEED

### a. Project Information

| | |
|---|---|
| Project Name: | Destin Cross Town Connector |
| Project Limits: | Azalea Drive at Benning Drive to Legion Drive at Beach Drive |
| County | Okaloosa |
| ETDM Number: | N/A |
| Financial Project No. | N/A |

**b. Proposed Improvements:** The proposed project consists of approximately 0.4 miles of new four-lane divided roadway north of and generally parallel to SR 30/US 98 (Harbor Boulevard). The project begins on Azalea Drive west of Benning Drive and extends northeastward to Legion Drive (east of Beach Drive) just past its intersection with Beach Drive within the City of Destin, Florida. The new roadway has been classified as a major collector and would have a posted speed limit of 25 miles per hour (mph) (design speed of 30 mph) and would utilize an urban typical section having two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. Florida Department of Transportation (FDOT) Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment. A description of the improvements, including the proposed typical section are provided in Attachment 1.

The proposed roadway typical section requires 110 feet of right-of-way. Although the City of Destin owns most of the property within the proposed alternative alignments, additional right-of-way will be required, mostly near the project termini. The alternative alignments have been developed to minimize right-of-way acquisition and displacements as much as possible; however, depending on the alternative, the project would impact between 16 and 22 parcels, and require between 14 and 15 residential relocations. Details on the proposed alternatives and their environmental impacts are discussed further in the report.

Because Azalea Drive at Benning Drive and Legion Drive at Beach Drive are currently two-lane roads that do not yet have improvements scheduled, the construction of the Destin Cross Town Connector will occur in two phases (interim and ultimate). The interim phase will consist of a two-lane facility within the 110-foot right-of-way. It is expected that the interim two-lane facility would be widened to the ultimate four-lane roadway by 2042, the design year for the project. Details on the interim and ultimate typical sections are provided in Attachment 1.

**c. Purpose and Need:** State Road (SR) 30/US 98 (Harbor Boulevard), a principal arterial serving both local and through traffic in Destin, Florida, is a four-lane divided roadway that has been backlogged for many years. Due to the highly-developed nature along SR 30/US 98, capacity improvements would be both highly disruptive and expensive. Therefore, the City of Destin in 2005, created a Multimodal Transportation District (MMTD) which includes SR 30/US 98, along with a system of collector roadways that serve the major mobility needs of Destin. The intent is to maintain the existing road network through strategic connections, reconstruction and

widening projects, where appropriate, while focusing on promoting accessibility by all modes of transportation. The proposed project is one of the strategic connections that would relieve congestion on SR 30/US 98 by re-routing local traffic from SR 30/US 98 to a parallel corridor that would be created by providing the missing segment between Azalea Drive and Legion Drive. This parallel corridor would extend from the intersection of Stahlman Avenue with SR 30/US 98 (Harbor Boulevard) along Stahlman Avenue to Azalea Drive and along Azalea Drive to Benning Drive, then from Benning Drive to the intersection of Beach Drive with Legion Drive (the project proposed in this report). The corridor would continue along Legion Drive and Airport Road to Commons Boulevard and along Commons Boulevard to SR 293 (Danny Wuerffel Way).

Several planning documents have identified the need for a new east-west corridor to relieve traffic on SR 30/US 98 (Harbor Boulevard/Emerald Coast Parkway). These documents include: Evaluation and Appraisal Report (EAR) Destin 2010 Comprehensive Plan, Northwest Florida Transportation Corridor Authority (NFTCA) *2016 Master Plan*, and the Okaloosa Walton Transportation Planning Organization's (OWTPO) *Cost Feasible Plan* (CFP) element of the *2040 Long Range Transportation Plan* (LRTP).

The proposed new roadway connection is consistent with the planned improvements in the City of Destin Comprehensive Plan, Transportation Element Policy 2-1.1.1, which states that the City shall pursue design and construction of additional road corridors and specifically includes an east-west roadway parallel to and north of SR 30/US 98 (Harbor Boulevard/ Emerald Coast Parkway) to relieve existing congestion on SR 30/US 98. It is also consistent with the goals of the Harbor and Town Center Community Redevelopment Plans (CRAs).

The OWTPO's 2040 *Long Range Transportation Plan* (LRTP) *Cost Feasible Plan* (adopted February 16, 2017) also shows the Destin Cross Town Connector from Benning Drive to Beach Drive as providing a two-lane roadway. It shows the cost of the remaining phases (right-of-way and construction) as an estimated $895,109 for right-of-way acquisition and an estimated construction cost of $1,029,335.

The proposed project is listed in the FY 2017 to FY 2021 Transportation Improvement Program (TIP), adopted June 16, 2016 and amended February 16, 2017, as Project Number EN615: Corridor Management Plan – Section 2 E/W Alignment (Beach Drive to Benning Drive) Non-SIS for $5,500,000 in grant funds for the construction phase in 2018/2019 (Section 2 – Capacity, Page 24).

The project is also consistent with recommendations of the NFTCA *2016 Master Plan* (adopted April 2013, Amended June 2016). The NFTCA Master Plan provides a "framework for the most efficient investment of resources" to ensure a safe and reliable transportation system "while making northwest Florida economically competitive with other regions in the state and nation". The NFTCA 2016 Master Plan documents the qualitative and cost benefit analyses of 33 transportation projects (one of which was removed during the 2016 update) across the region. Project Number 19, the Destin Cross Town Connector, was ranked overall as the number 1 project (refer to page ES-4 of the 2016 Master Plan).

## 2. ENVIRONMENTAL ANALYSIS

| Topical Categories | Substantial Impacts? Yes | No | Enhance | No Inv | | Basis for Decision |
|---|---|---|---|---|---|---|
| **A. SOCIAL IMPACTS** | | | | | | |
| 1. Social | [ ] | [X] | [ ] | [ ] | | See Attachment A.1 |
| 2. Economic | [ ] | [ ] | [X] | [ ] | | See Attachment A.2 |
| 3. Land Use Changes | [ ] | [ ] | [X] | [ ] | | See Attachment A.3 |
| 4. Mobility | [ ] | [ ] | [X] | [ ] | | See Attachment A.4 |
| 5. Aesthetic Effects | [ ] | [X] | [ ] | [ ] | | See Attachment A.5 |
| 6. Relocation Potential | [X] | [ ] | [ ] | [ ] | | See Attachment A.6 |
| **B. CULTURAL IMPACTS** | | | | | | |
| 1. Historic Sites/Districts | [ ] | [ ] | [ ] | [X] | | See SHPO Letter App. B |
| 2. Archaeological Sites | [ ] | [ ] | [ ] | [X] | | See SHPO Letter App. B |
| 3. Recreation Areas | [ ] | [X] | [ ] | [ ] | | See Attachment B.3 |
| **C. NATURAL ENVIRONMENT** | | | | | | |
| 1. Wetlands and Other Surface Waters | [ ] | [ ] | [ ] | [X] | | See Attachment C.1 |
| 2. Aquatic Preserves and Outstanding FL Waters | [ ] | [ ] | [ ] | [X] | | See Attachment C.2 App. C |
| 3. Water Quality and Water Quantity | [ ] | [X] | [ ] | [ ] | | See Attachment C.3 |
| 4. Wild and Scenic Rivers | [ ] | [ ] | [ ] | [X] | | See Attachment C.4 |
| 5. Floodplains | [ ] | [ ] | [ ] | [X] | | See Attachment C.7 |
| 6. Coastal Barrier Resources | [ ] | { ] | [ ] | [X] | | See Attachment C.8 |
| 7. Protected Species and Habitat | [ ] | [X] | [ ] | [ ] | | See USFWS Letter App. D |
| 8. Essential Fish Habitat | [ ] | [ ] | [ ] | [X] | | See NMFS Letter App. A |
| **D. PHYSICAL IMPACTS** | | | | | | |
| 1. Highway Traffic Noise | [ ] | [X] | [ ] | [ ] | | See Attachment D.1 |
| 2. Air Quality | [ ] | [X] | [ ] | [ ] | | See Attachment D.2 |
| 3. Contamination | [ ] | [ ] | [ ] | [X] | | See Attachment D.3 |
| 4. Utilities and Railroads | [ ] | [X] | [ ] | [ ] | | See Attachment D.4 |
| 5. Construction | [ ] | [X] | [ ] | [ ] | | See Attachment D.5 |
| 6. Bicycles and Pedestrians | [ ] | [ ] | [X] | [ ] | | See Attachment D.6 |
| 7. Navigation | [ ] | [ ] | [ ] | [X] | | See Attachment D.7 |

***Topical Categories:** Yes = Substantial Impact; No = No Substantial Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement

**Supporting information is documented in the referenced attachment(s).

## 4. ANTICIPATED PERMITS

[ ] Individual Dredge and Fill Permit - USACE

[X} Nationwide Permit - USACE

[ ] Bridge Permit - USCG

[X] Environmental Resource Permit - WMD

[X] National Pollutant Discharge Elimination System Permit - FDEP

## 7. SELECTED ALTERNATIVE

Following the public hearing (see Section A.1) and further engineering analysis to reduce impacts, the City of Destin selected a combination of Alternative 1 Option C and Alternative 2 Option C. Therefore, the selected alternative would utilize a standard four-leg stopped control intersection (Alternative 1 Option C) at Azalea Drive and Benning Drive, during the interim condition, which will be converted to a signalized intersection when warranted. The intersection at Beach Drive and Legion Drive (east) will be a single-lane roundabout (Alternative 2, Option C) in the interim condition and when traffic warrants it will be converted to a four-way signalized intersection. Crosswalks will be provided at each intersection and the dedicated right-turn lane. Sandalwood Court and Anna Street will tie to the Destin Cross Town Connector, and will only have right-in and right-out access. Crosswalks will be provided across Sandalwood Court and across Anna Street, but no crosswalks will be provided across the Cross Town Connector at these locations. Sandalwood Drive will not connect to the Cross Town Connector, but residents can access Sandalwood Drive as they do now, by utilizing Beach Drive for their entry and exit point. A turnaround will be added at the west end of Sandalwood Drive near the Destin Cross Town Connector. By utilizing the four-leg intersection at Azalea Drive and Benning Drive, less right-of-way would be required and the impacts to commercial and residential properties would be reduced. The selection of this hybrid option has the benefit of reducing right-of-way acquisition and construction costs by approximately $900,000.

## 8. PUBLIC INVOLVEMENT

[ ] A public hearing is not required

[ ] A public hearing will be held. This draft document is publicly available and comments can be submitted to Atkins North America, Inc. until _____.

Contact Information: Mr. Gregory Allen, P.E.
Project Manager
Atkins North America, Inc.
3114 Airport Blvd. Suite 1450
Pensacola, Florida 32504

[X] A public hearing was held on10/18/2016 and the transcript is available.

[ ] An opportunity for a public hearing was afforded and wad documented (insert date).

## 9. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Hearing.

_____ _____/_____/_____

**City of Destin Signing Authority** **Date**

# ATTACHMENT 1 – ENGINEERING

The proposed project is within the City of Destin, in Okaloosa County, Florida (**Figure 1**).

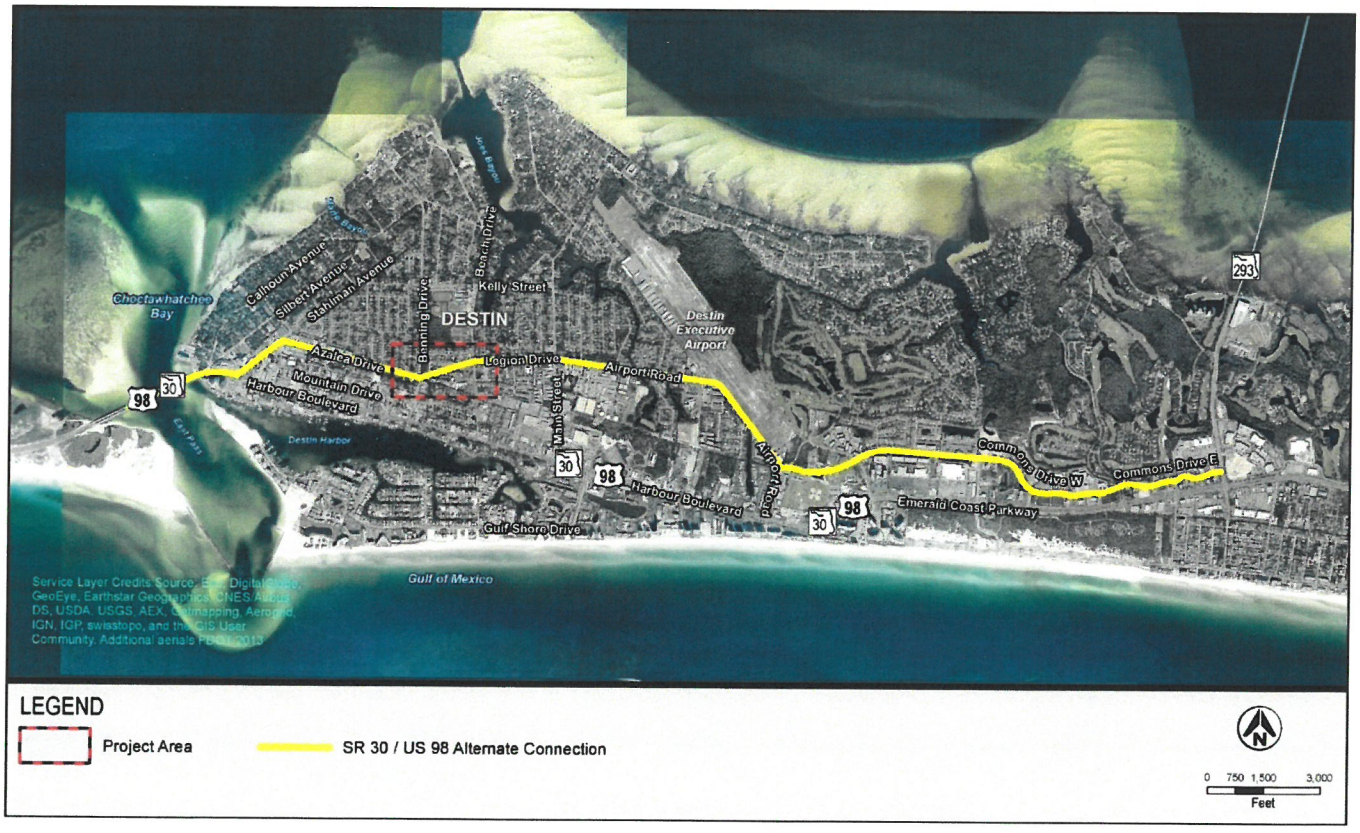
**FIGURE 1**
**PROJECT LOCATION/STUDY AREA MAP**

## A. Existing Conditions

SR 30/US 98 (Harbor Boulevard) in the City of Destin, Florida is a congested facility having an Annual Average Daily Traffic (AADT) ranging from 44,000 to 51,500 vehicles per day in 2014 with a Level of Service (LOS) of F. Adding capacity to this facility is prohibitive due to right-of-way costs.

There is no existing continuous route north of and parallel to SR 30/US 98 (Harbor Boulevard) that connects Stahlman Avenue with SR 30/US 98 at Airport Drive or even further east to SR 293 (Danny Wuerffel Way). However, the City of Destin has determined that existing congestion problems on SR 30/US 98 could be alleviated by linking existing roads to provide an alternate through route for local traffic (**Figure 2**). The City has completed the connection between Commons Drive West and Commons Drive East. All that remains to provide an alternate route from the intersection of Stahlman Road with SR 30/US 98 to the intersection of East Commons Drive with SR 293 (Danny Wuerffel Way) is the connection of Azalea Drive at Benning Drive to Legion Drive at Beach Drive.

**FIGURE 2**
**PROPOSED ALTERNATE ROUTE TO SR 30/US 98**



### *Existing Roads*

The existing roads have varying typical sections and road rights-of-way. Descriptions of each roadway is provided below (see the project *Preliminary Engineering Report* for additional details).

#### *Azalea Drive*

The existing typical section for Azalea Drive west of Benning Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement within a 100-foot right-of-way. A 10-foot sidewalk is present on the south side of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

#### *Legion Drive*

The existing typical section for Legion Drive east of Beach Drive is a three-lane rural roadway with 11-foot travel lanes, a 10-foot dual left turn lane, no paved shoulders, and shoulder gutter curb at the outside edges of pavement, within a 66-foot right-of-way. An 8-foot sidewalk is present on both sides of the roadway. Stormwater runoff is collected in shallow roadside ditches on both sides of the road and conveyed by ditch bottom inlets to underdrains for treatment.

#### *Benning Drive*

The existing typical section for Benning Drive is a two-lane rural roadway with 11-foot travel lanes and 4-foot bike lanes within a 100-foot right-of-way. A 4-foot sidewalk is present on east side of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

#### *Beach Drive*

The existing typical section for Beach Drive is a two-lane rural roadway with 12-foot travel lanes, no paved shoulders, and ribbon curb at the outside edges of pavement within a 66-foot right-of-way. A 5-foot sidewalk is present on both sides of the roadway. Stormwater runoff is collected in undefined swales on both sides of the road where it infiltrates directly into the ground as there is no defined treatment or detention system.

### *Existing Intersections*

The intersection of Azalea Drive and Benning Drive is a "T"-intersection with a stop sign on the minor approach. The intersection of Beach Drive and Legion Drive is a "T"-intersection with a stop sign at all three approaches.

### *Existing Posted Speed*

The posted speed limit is typically 30 mph, except for Azalea Drive which is posted at 35 mph.

### *Existing Traffic Data*

Traffic counts were taken in the project vicinity to understand the current operating conditions of the roadways within the study area. **Table 1** is a summary of the existing operating conditions.

## Table 1: Existing Traffic Data Near the Project Study Area

| Roadway Segment | Observed AADT | Existing Daily LOS | Existing Two-Way PM Peak | Existing PM Peak LOS* |
|---|---|---|---|---|
| Stahlman Avenue (Mountain Drive to Azalea Drive) | 2,500 | B | 260 | B |
| Airport Road (US 98 to Main Street) | 19,000 | D | 2,090 | D |
| Main Street (US 98 to Airport Road) | 9,200 | C | 860 | C |
| Benning Drive (US 98 to Azalea Drive) | 2,900 | B | 270 | C |
| Commons Drive (SR 293 to Airport Road) | 17,500 | F | 1,820 | F |
| US 98 (SR 293 to Main Street) | 52,500 | F | 4,860 | F |
| US 98 (Main Street to Stahlman Avenue) | 44,500 | F | 4,120 | F |

Note: Traffic data as obtained from FDOT 2015 Traffic Online count resource.
*LOS determined based on FDOT Quality Level of Service Handbook, Tables 2-1 & 2-4

***Crash Data and Safety Analysis***

Crash data for SR 30/US 98 (Harbor Boulevard) from 500 feet west of the intersection of SR 30/US 98 with Benning Drive to 500 feet east of Beach Drive was obtained from the FDOT for the five-year period from 2009 to 2013 (**Table 2**). This segment of SR 30/US 98 is below the average crash rate.

## Table 2: FDOT 2009-2013 Crash Data for Project Study Area

| Year | Number of Crashes | SR 30/US 98 AADT | Statewide Average Crash Rate | Actual Crash Rate | Safety Ratio |
|---|---|---|---|---|---|
| 2009 | 7 | 45,000 | 2,941 | 0.945 | 0.321 |
| 2010 | 9 | 45,000 | 2,941 | 1.215 | 0.413 |
| 2011 | 18 | 51,500 | 2,941 | 2.123 | 0.722 |
| 2012 | 18 | 44,500 | 2,941 | 2.457 | 0.836 |
| 2013 | 30 | 49,500 | 2,941 | 3.682 | 1.252 |

Other segments of SR 30/US 98 within the larger study area (from the Marler Bridge to SR 293) had high crash locations (**Table 3**). High crash road segments, as identified by FDOT, include a minimum frequency of eight crashes during a five-year period on a particular segment.

## Table 3: High Crash Locations Along SR 30/US 89 in the Larger Study Area

| Mile Post | Description of Location |
|---|---|
| 17.440 to 17.486 | Calhoun Avenue |
| 21.347 to 21.747 | Walmart shopping Center entrance, Henderson Beach Road, Plantation Commons |
| 22.447 to 22.547 | Matthews Boulevard |
| 22.647 to 22.767 | Crystal Beach Plaza and SR 263 |

## B. Alternatives Considered

Alternatives considered for alleviating existing and future congestion on SR 30/US 98 (Harbor Boulevard) included the No Build Alternative, Transportation System Management and Operations (TSM&O) measures, Multimodal Alternatives, and Build Alternatives. The following discussion describes the alternatives considered.

### 1. *No Build Alternative*

The No Build Alternative does not make the proposed connection between Azalea Drive and Legion Drive nor does it provide capacity, intersection, pedestrian, bicycle, or safety improvements beyond those currently programmed.

The No-Build Alternative has several positive attributes including no expenditure of public funds for design, right of way acquisition, or construction. There would be no need for residential or business relocations, and traffic would not be disrupted due to construction. No costs would be incurred due to utility relocation and there would be no direct or indirect impacts to community cohesion.

However, the No Build Alternative does not meet the project's purpose and need and is not consistent with the goals, policies, and criteria of the City of Destin's Comprehensive Plan or the Okaloosa-Walton TPO LRTP. It was considered throughout the PD&E study and compared to the impacts/benefits associated with the Build Alternatives.

### 2. *Transportation Systems Management and Operations (TSM&O)*

TSM&O alternatives include those activities that maximize the efficiency of the existing multimodal system. Possible TSM&O options include traffic management systems, parking management, traffic control, the addition of turn lanes, and traffic signal timing optimization. TSM&O improvements alone would provide minimal support in meeting the project's purpose and need. Much like the No-Build Alternative, the TSM&O alternative fails to fulfill the needs and goals of the Destin Comprehensive Plan. For these reasons, the TSM&O alternative was not a viable a solution to the project needs. However, Okaloosa County Transit has indicated that Destin Cross Town Connector could be incorporated as a potential new or modified route (see **Appendix F**) and, therefore, would like bus pull-offs included in the project. Locations for bus pull-offs will be determined during the design phase.

### 3. *Multi-Modal Alternatives*

Specific examples of multi-modal alternatives are mass transit systems such as bus or rail options which are most effective in large urbanized areas. Although the SR 30/US 98 corridor is urbanized, it is not typical of areas where transit systems are most effective. Transit services, provided by Okaloosa County Transit, have proved insufficient in alleviating congestion on SR 30/US 98 (Harbor Boulevard). Several different factors are responsible for this, including: limited ridership, the community's location on a peninsula (which affects the size and location of the transit network within the community), the tourist economy, and the volume of through traffic traveling to destinations beyond the transit network, among others. Even though the City of Destin created a MMTD to expand bicycle, pedestrian and transit services within the district, the MMTD recognizes that these facilities alone are insufficient to relieve congestion on SR 30/US 98 without

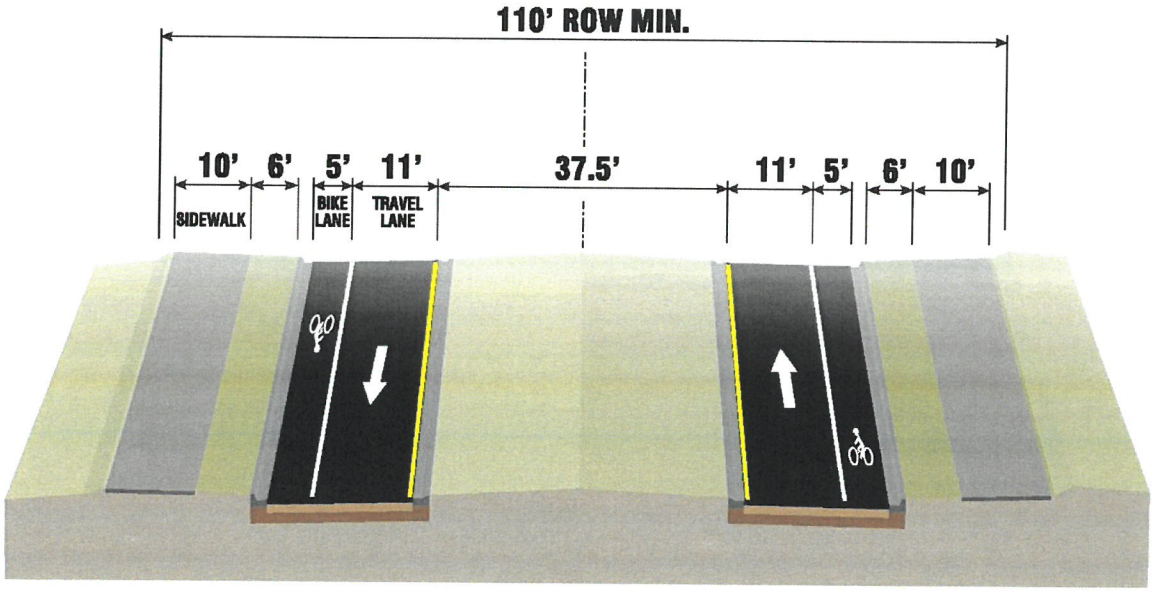
strategic road improvements, of which this project is one. Therefore, no further analysis of a multi-modal alternative was considered.

### 4. *Build Alternatives*

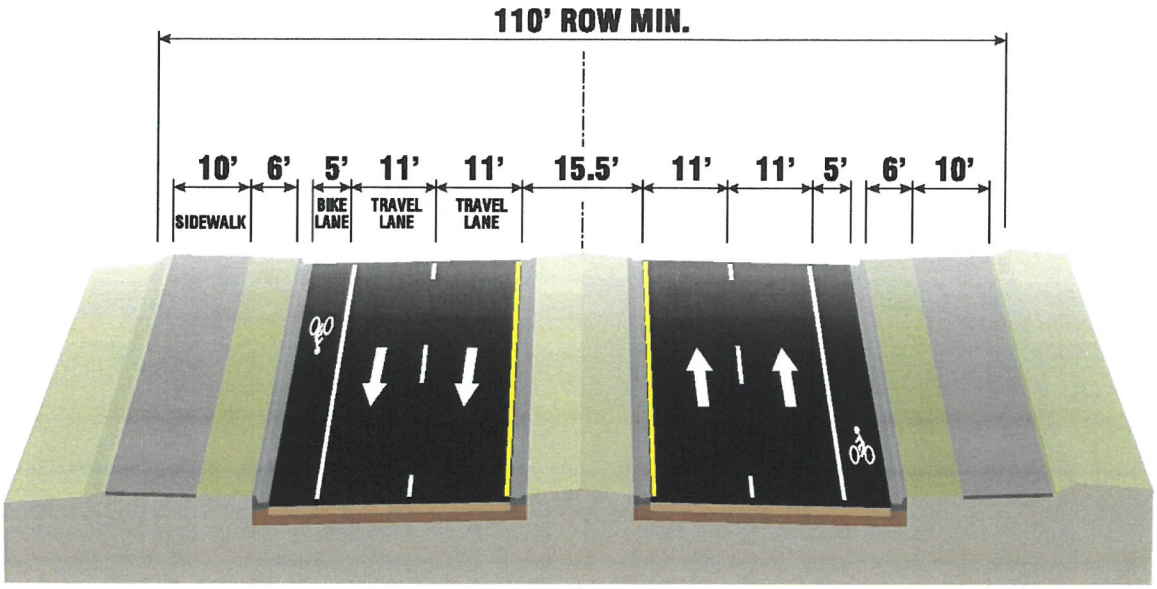
The proposed improvements comprising the Build Alternatives are based on the predicted traffic conditions in the design year (2042). The Build Alternatives would provide approximately 0.4 miles of new four-lane divided roadway connecting Azalea Drive at Benning Drive with Legion Drive at Beach Drive. Because Azalea Drive and Legion Drive are not currently four-lane roads, the proposed project would be constructed in phases with the first phase providing a two-lane roadway (**Figure 3A**) and the second phase providing the ultimate four-lane facility (**Figure 3B**), when Azalea Drive and Legion Drive are widened to four lanes. The interim typical section would have one 11-foot lane and a five-foot bicycle lane in each direction separated by a 37.5-foot median. The ultimate typical section would have two 11-foot lanes and a five-foot bicycle lane in each direction separated by a 15.5-foot median. FDOT Type F curb and gutter and a ten-foot sidewalk will be provided along each side of the roadway. Drainage will be collected in a closed stormwater system and conveyed to a retention pond for treatment, the location to be determined during the final design phase.

The proposed roadway will be classified as a major collector roadway in accordance with Table 8-1 of the City of Destin Land Development Code (LDC). Per the City of Destin LDC, the design speed for a major collector is to be 35 mph; however, due to geometric constraints, an exception will be pursued to use a 30-mph design speed. The posted speed limit will be 25 mph.

## FIGURE 3A PROPOSED INTERIM TYPICAL SECTION



## FIGURE 3B PROPOSED ULTIMATE TYPICAL SECTION

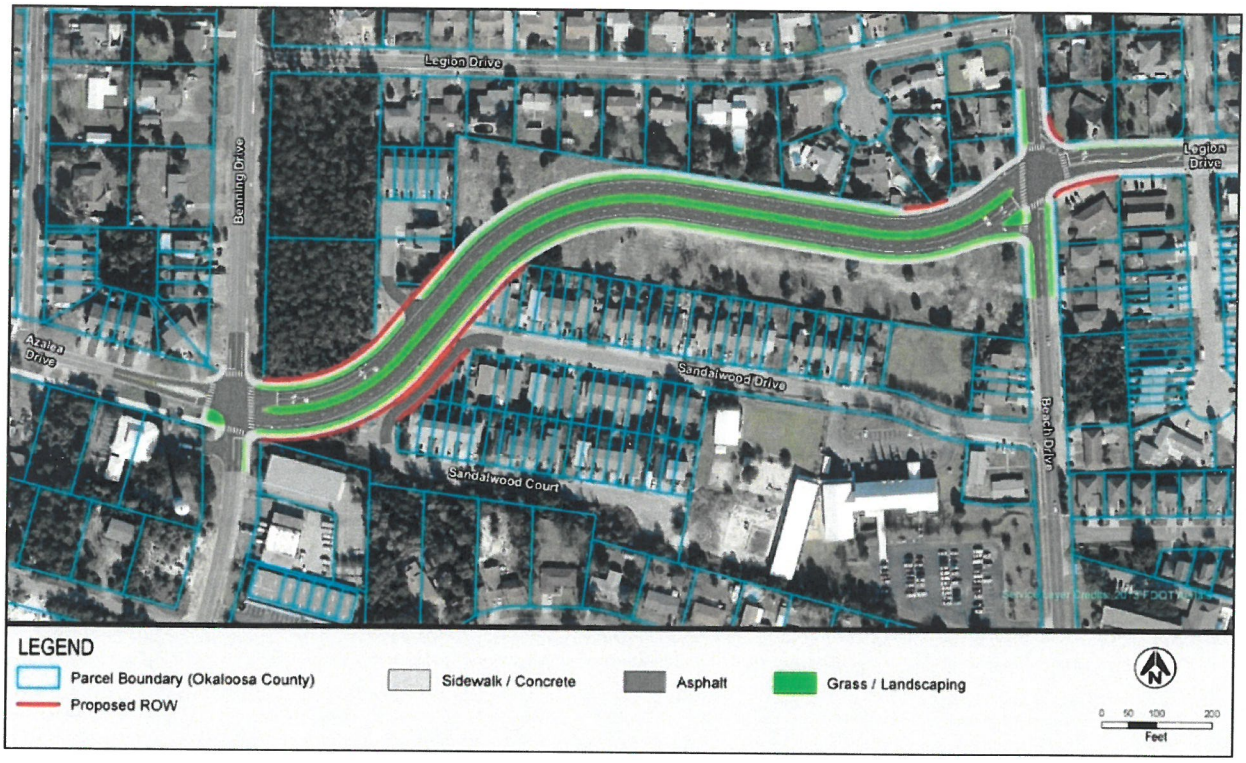



Two build alternatives (Alternatives 1 or 2) are proposed. Both build alternatives would utilize the same alignment to provide approximately 0.4 mile of new roadway, but would have different intersection configurations. Although not currently shown, the City of Destin has agreed to the inclusion of bus pull-offs in the project right-of-way. These would be developed during the design phase when the preferred alternative is identified. Alternative 1 makes use of signalized intersections while Alternative 2 proposes to use roundabouts. Both build alternative would have three access options (A, B, or C) for the Sandalwood neighborhood. The alternatives and their options are described, as follows.

Alternative 1 Option A (**Figure 4**) would provide a standard four-leg intersection at the Azalea Drive/Benning Drive intersection and a standard four-leg intersection with a dedicated right-turn lane for eastbound traffic at the Beach Drive/Legion Drive (east) intersection. Crosswalks would be provided on each leg of both intersections and the designated right-turn lane. Since the proposed road would bisect Anna Street, there would be a new intersection on the north side of the Cross Town Connector at Anna Street. South of the proposed road, Anna Street would be reconfigured to restore the connection between Sandalwood Court and Sandalwood Drive.

This alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require nine residents to be relocated. The estimated right-of-way cost for this Alternative is $2.8 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.5 million which includes $1.1 million for Design/CEI/MOT and $6.2 million for construction. The ultimate cost of the four-lane project is $13.5 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

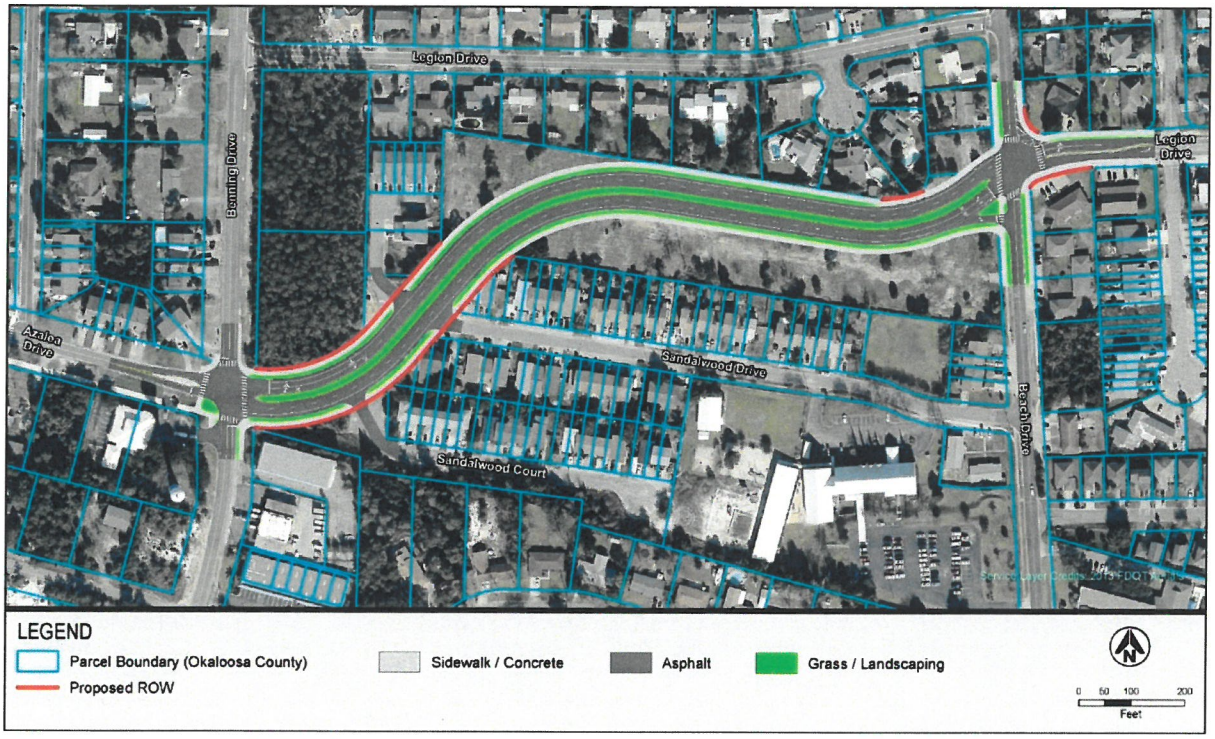
## Figure 4: Alternative Option A




Alternative 1 Option B (**Figure 5**) is similar to Alternative 1 Option A, having the same alignment and the same four-leg intersection with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 1 Option B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 1 Option B differs from Alternative 1 Option A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns and none of these intersections would have crosswalks delineated on the pavement.

This alternative will require a portion or the entire acquisition of seventeen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, sixteen of the properties are residential and will require nine residents to be relocated. The estimated right-of-way cost for this Alternative is $2.6 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.1 million which includes $1.1 million for Design/CEI/MOT and $6.0 million for construction. The ultimate cost of the four-lane project is $13.1 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

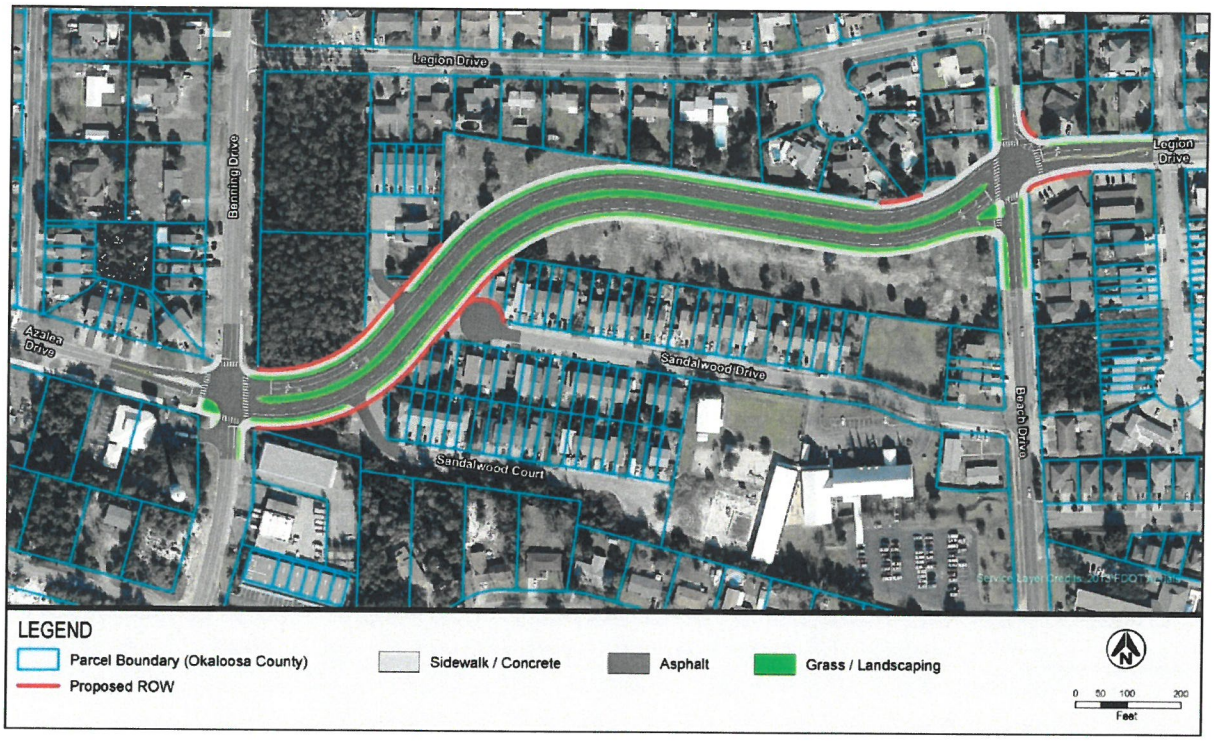
## Figure 5: Alternative 1 Option B




**Alternative 1 Option C** **(Figure 6)** is similar to Alternative 1 Option A in that it has the same alignment, same four-leg intersection with crosswalks at the project termini and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 1 Option B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 1 Option B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This alternative will require a portion or the entire acquisition of eighteen parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. None of the parcels affected are commercial properties. However, seventeen of the properties are residential and will require nine residents to be relocated. The estimated right-of-way cost for this Alternative is $2.6 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.2 million which includes $1.1 million for Design/CEI/MOT and $6.1 million for construction. The ultimate cost of the four-lane project is $13.2 million with includes an additional $0.3 million for Design/CEI/MOT and $1.2 million for construction in the widening phase.

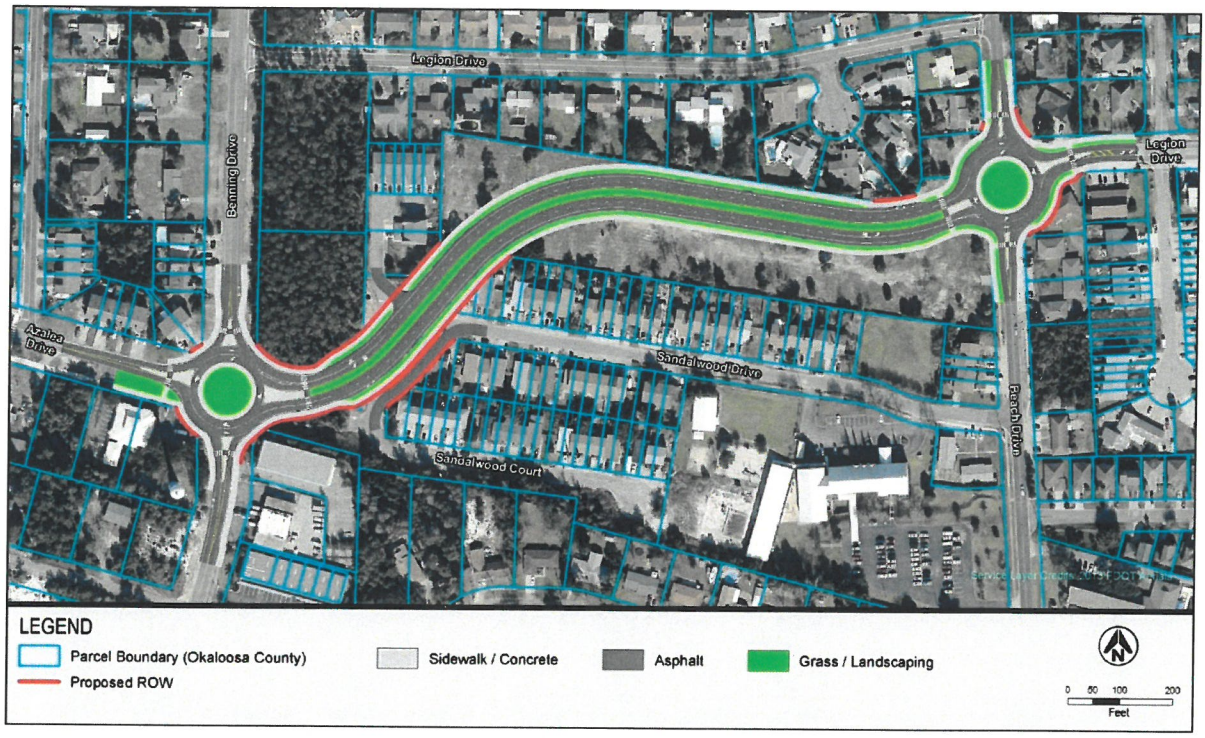
## Figure 6: Alternative 1 Option C




Alternative 2 Option A (**Figure 7**) utilizes the same road alignment as Alternative 1 Option A but provides a roundabout at both the Azalea Drive/Benning Drive intersection and at the Beach Drive/Legion Drive intersection. The Beach Drive/Legion Drive roundabout would also have a dedicated right-turn lane for eastbound traffic, and both roundabouts would have crosswalks on all approaches to the intersections. Alternative 2 Option A provides the same intersection configuration with Anna Street north of the Destin Cross Town Connector and the same connection between Sandalwood Court and Sandalwood Drive as Alternative 1 Option A. Therefore, Alternative 2 Option A is identical to Alternative 1 Option A except for the intersections at the project termini.

This alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen are residential, requiring the relocation of nine residents. The estimated right-of-way cost for this Alternative is $4.4 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $11.2 million which includes $1.2 million for Design/CEI/MOT and $5.2 million for construction. The ultimate cost of the four-lane project is $13.4 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

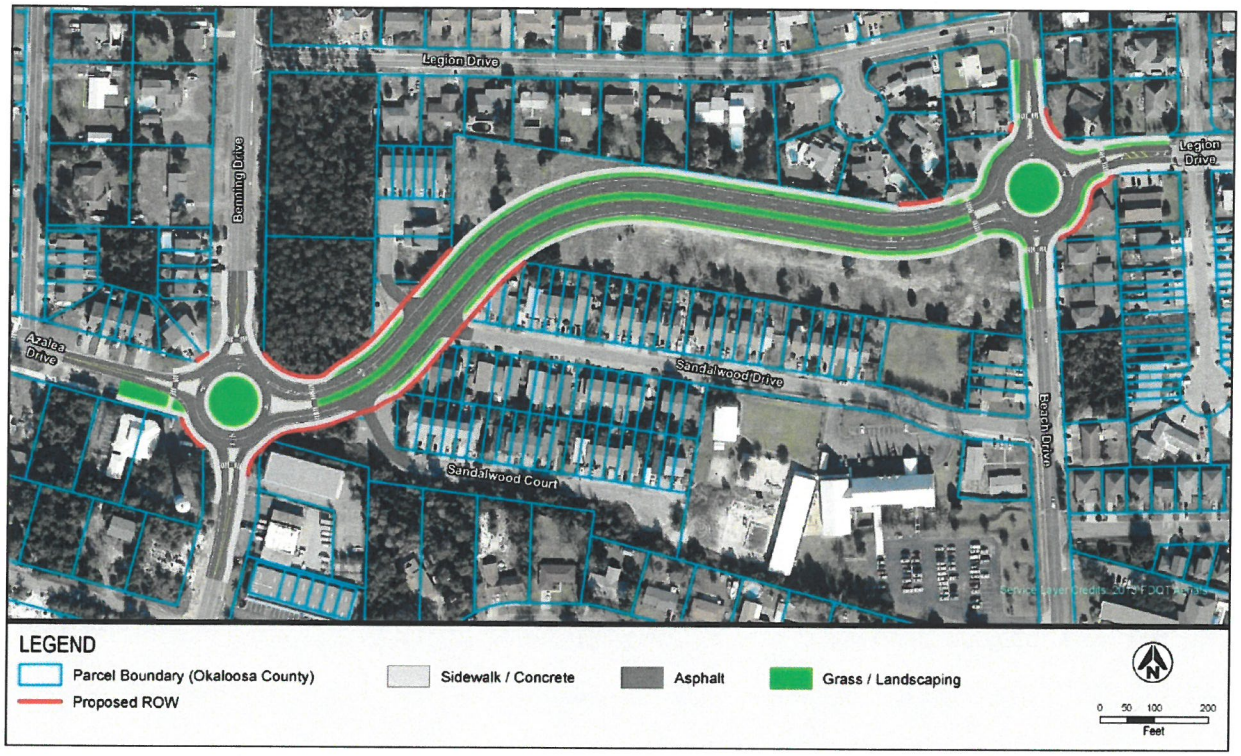
## Figure 7: Alternative 2 Option A




**Alternative 2 Option B** (**Figure 8**) is similar to Alternative 2 Option A having the same alignment and the same roundabouts with crosswalks on all approaches at the project termini and a dedicated right-turn lane for eastbound traffic at the Beach Drive intersection with Legion Drive (east). Alternative 2 Option B would also provide the same intersection with Anna Street and the Destin Cross Town Connector. However, Alternative 2 Option B differs from Alternative 2 Option A in that it would provide an intersection between the Destin Cross Town Connector and Sandalwood Drive, across from the Anna Street/Destin Cross Town Connector intersection, and an intersection between the Destin Cross Town Connector and Sandalwood Court. All three intersections would only allow right-in, right-out turns, and none of these intersections would have crosswalks delineated on the pavement.

This alternative will require a portion or the entire acquisition of twenty-two parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and nineteen are residential, requiring the relocation of nine residents. The estimated right-of-way cost for this Alternative is $4.2 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.8 million which includes $1.2 million for Design/CEI/MOT and $5.0 million for construction. The ultimate cost of the four-lane project is $13.0 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

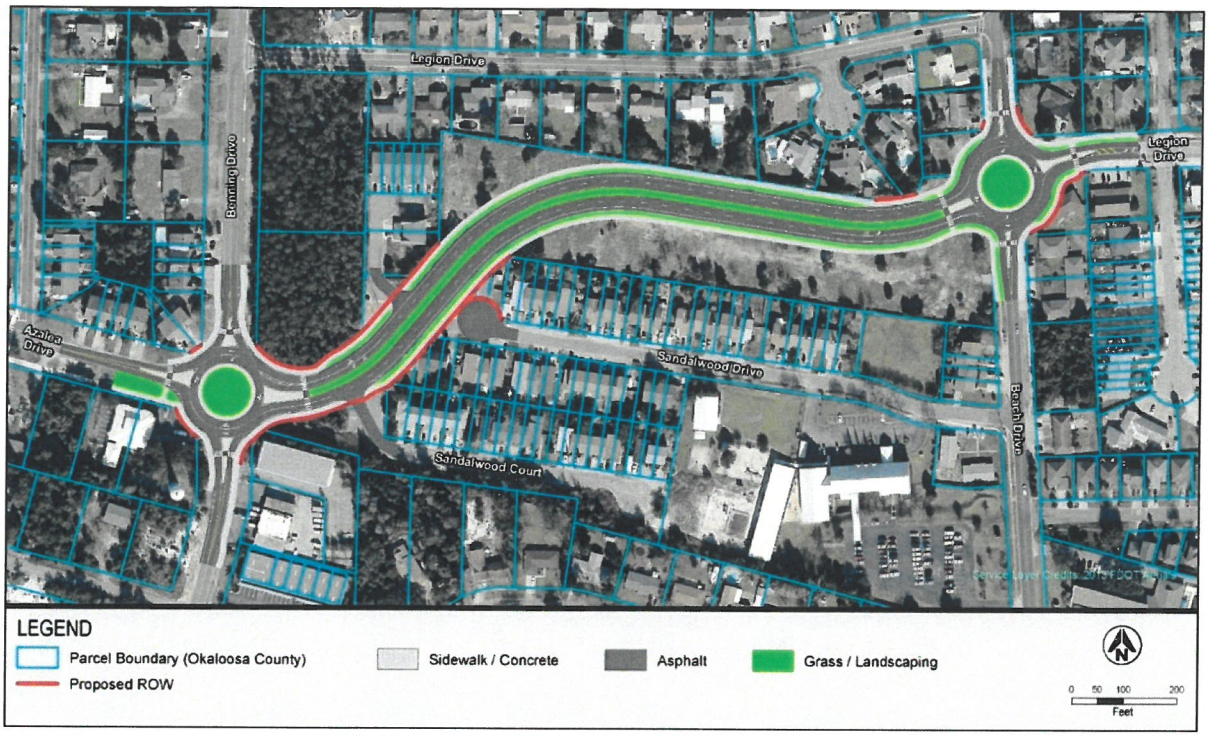
## Figure 8: Alternative 2 Option B




Alternative 2 Option C (**Figure 9**) is similar to Alternative 2 Option A in that it has the same alignment, same roundabouts with crosswalks at the project termini, and the dedicated right-turn lane for eastbound traffic at the intersection of Beach Drive with Legion Drive (east), and a three-leg intersection with Anna Street. It is similar to Alternative 2 Option B in that it provides an intersection between Sandalwood Court and the Destin Cross Town Connector, but differs from Alternative 2 Option B in that a cul-de-sac is created at the end of Sandalwood Drive. No crosswalk is provided at the Sandalwood Court intersection.

This alternative will require a portion or the entire acquisition of twenty-three parcels for the construction of the roadway and stormwater pond. The remaining property utilized for the roadway and stormwater pond is owned by the City. Two of the parcels affected are commercial properties and twenty are residential, requiring the relocation of nine residents. The estimated right-of-way cost for this Alternative is $4.2 million for the roadway and $0.4 million for the stormwater pond. The cost for the interim project is $10.9 million which includes $1.2 million for Design/CEI/MOT and $5.1 million for construction. The ultimate cost of the four-lane project is $13.1 million with includes an additional $0.2 million for Design/CEI/MOT and $0.9 million for construction in the widening phase.

## Figure 9: Alternative 2 Option C




## C. Comparative Evaluation of Alternatives

Documentation of the analysis of the project's potential involvement with the social, cultural, natural, and physical environments is provided in **Attachments A, B, C, and D** to this document.

The right-of-way required for the interim two-lane facility with roundabout intersections will be adequate for both Alternatives 1 and 2 Options A, B, and C. Alternative 1, which proposes signalized intersections at the termini, requires less right-of-way than the roundabout intersection; however, because the roundabout intersection will be built first, the cost of right-of-way considered for this analysis is the cost of the interim configuration. There is no right-of-way cost of the ultimate configuration.

**Table 4** is a comparative matrix of the alternatives that summarizes the No Build and Build Alternatives' costs, traffic operations issues, and potential involvement with the social, cultural, natural, and physical environment. The evaluation of alternatives determined there are no significant historic resources, wetlands, floodplains, Aquatic Preserves or Outstanding Florida Waters, wild and scenic rivers, coastal barrier resources, essential fish habitat, farmlands, or medium or high risk contamination sites within the project area. The proposed project will provide enhanced economic opportunity, is consistent with land use planning, improves mobility, and increases the connectivity of multi-modal transportation options by providing bicycle/pedestrian facilities and bus accommodations. The alternatives have been determined to not have substantial involvement with air, noise, wildlife habitat, recreation areas, community services, community cohesion, or water quality. Nor would any alternative have a disproportionate or adverse impact on any distinct minority, ethic, religious, low-income, elderly, or handicapped

groups. The project will require right-of-way acquisition that will result in nine residential displacements/relocations and one business relocation for Alternative 2 Options A, B, and C. It has been determined that suitable replacement housing is available near the study area to accommodate the anticipated residential displacements. To minimize the adverse effects of displacements, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

## TABLE 4: COMPARATIVE EVALUATION MATRIX

| | Alt. 1 Option A | Alt. 1 Option B | Alt. 1 Option C | Alt. 2 Option A | Alt. 2 Option B | Alt. 2 Option C | No-Build |
|---|---|---|---|---|---|---|---|
| **Total Acres** | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 | 5.6 | 0 |
| **Total Length** | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0.42 | 0 |
| **Physical and Social** | | | | | | | |
| Potential Right-of-Way Acquisition | | | | | | | |
| *Residential Parcels Affected* | 16 | 16 | 17 | 19 | 19 | 20 | 0 |
| *Business Parcels Affected* | 0 | 0 | 0 | 2 | 2 | 2 | 0 |
| *Vacant Parcels Affected* | 1 | 1 | 1 | 1 | 1 | 1 | 0 |
| **Total Parcels Affected** | **17** | **17** | **18** | **22** | **21** | **23** | **0** |
| Potential Relocations | | | | | | | |
| *Residential Relocations* | 9 | 9 | 9 | 9 | 9 | 9 | 0 |
| *Business Relocations* | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| *Signs/Personal Property* | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total Relocations** | **9** | **9** | **9** | **10** | **10** | **10** | **0** |
| Community Cohesion Impacts | | | | | | | |
| *Number of Community Cohesion Impacts* | 2 | 1 | 3 | 2 | 1 | 3 | 0 |
| Cultural Resources | | | | | | | |
| *Eligible Sites (within 500-ft buffer)* | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potential Contamination Sites | | | | | | | |
| *Number of "Low" Ranked Sites (No sites were ranked "Medium" or "High" risk.)* | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Potential Noise Sensitive Sites | | | | | | | |
| *Number of Sites Approaching NAC* | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Number of Sites with Substantial Increase* | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Habitat and Species** | | | | | | | |
| Potential for Land Use Change | None | None | None | None | None | None | None |
| Species Element Occurrences Observed* | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Number of Listed Species Types Observed | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Wetlands and Floodplains** | | | | | | | |
| Wetlands Impacted (Acres) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100-Year Floodplain (Acres) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Water Bodies** | | | | | | | |
| NHD Area (Acres) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NHD Waterbodies (Acres) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Traffic and Operations** | | | | | | | |
| Traffic Operations | | | | | | | |
| *Relative Distance from Western Terminus*** | 1 | 2 | 2 | 1 | 2 | 2 | 0 |
| *Number of New Access Points**** | 1 | 3 | 2 | 1 | 3 | 2 | 0 |
| **Total Traffic Operations Impacts** | **2** | **5** | **4** | **2** | **5** | **4** | **0** |
| Corridor PM Peak Hour Performance | | | | | | | |
| *Level of Service (Average Travel Speed)* | LOS A (21.7 MPH) | | | LOS A (24.7 MPH) | | | N/A |
| **Costs (Millions)** | | | | | | | |
| *Interim* Estimated Roadway ROW Cost***** | $2.8 | $2.6 | $2.6 | $4.4 | $4.2 | $4.2 | $0.0 |
| *Interim* Estimated Stormwater ROW Cost | $0.4 | $0.4 | $0.4 | $0.4 | $0.4 | $0.4 | $0.0 |
| *Interim* Estimated Design/CEI/MOT Cost | $1.1 | $1.1 | $1.1 | $1.2 | $1.2 | $1.2 | $0.0 |
| *Interim* Estimated Construction Cost | $6.2 | $6.0 | $6.1 | $5.2 | $5.0 | $5.1 | $0.0 |
| **Estimated Interim Cost** | **$10.5** | **$10.1** | **$10.2** | **$11.2** | **$10.8** | **$10.9** | **$0.0** |
| *Ultimate* Estimated Design/CEI/MOT Cost | $0.3 | $0.3 | $0.3 | $0.2 | $0.2 | $0.2 | $0.0 |
| *Ultimate* Estimated Construction Cost | $1.2 | $1.2 | $1.2 | $0.9 | $0.9 | $0.9 | $0.0 |
| **Estimated Ultimate Widening Cost** | **$1.5** | **$1.5** | **$1.5** | **$1.1** | **$1.1** | **$1.1** | **$0.0** |
| **Total Estimated Cost (millions)** | **$13.5** | **$13.1** | **$13.2** | **$13.4** | **$13.0** | **$13.1** | **$0.0** |

* Includes state and federal plants and animals within 300 ft. buffer. No federal species observed.
** Closer access points are worse for traffic operations at the project termini and are assigned a 2.
*** A four-leg intersection counts as two access points (does not include project termini).
**** Includes relocation cost.

# ATTACHMENT A – SOCIAL AND ECONOMIC

## A-1 Social

| Substantial Impact? |
| --- |
| No |

The following discusses the effect of the proposed project on the study area community by examining its potential to affect community cohesion, the delivery or access to community services, whether there would be disproportionate impacts to minority and/or low-income populations and considers public input.

### *Community Cohesion*

Except for the very west end of the project, which is undeveloped, densely wooded land, most of the proposed road alignment is on a parcel of vacant land that was previously used as an RV campground prior to being acquired by the City of Destin. North and south of the now City-owned parcel are two residential areas, both of which are oriented so that their fenced backyards face each other and are separated by the width of the city-owned property. The southern residential area is comprised of multi-family townhomes while the residential area north of the proposed alignment is comprised of single family homes. Given the separation of the two neighborhoods, the orientation (back-to-back) of the neighborhoods with respect to each other, and the different character (single family versus multi-family) of the neighborhoods, it is presumed that the two neighborhoods are separate communities. Therefore, the introduction of a road between the two neighborhoods would not be dividing a single cohesive community.

The proposed project would have at least three impacts within the Sandalwood neighborhood. The first is the acquisition of two structures containing townhomes along Sandalwood Drive. The second is the separation of the townhomes along Anna Street north of Sandalwood Drive from the rest of the neighborhood, and the third is the change in access between Sandalwood Court and Sandalwood Drive.

The acquisition of two structures containing townhomes at the west end of Sandalwood Drive, required under all Build alternatives, would be disruptive to the residents of the townhomes (more information on displacements and relocation is available in Section A-3). However, since the proposed road would displace townhomes at the end of Sandalwood Drive rather than from the middle of the neighborhood, the effect of the road on neighborhood cohesion would be minimal.

Regarding the separation of residents on Anna Street from the Sandalwood neighborhood, the townhomes on Anna Street already appear separated from the neighborhood. All other townhomes in the neighborhood are located adjacent to each other on either side of Sandalwood Drive or Sandalwood Court. The Anna Street townhomes are set back from the Sandalwood Drive townhomes and are further separated by a row of vegetation. All the Build alternatives would serve the existing direct connection between the Anna Street townhomes and those along Sandalwood Drive. All build alternatives would provide access from Anna Street to the Destin Cross Town Connector from which residents of Anna Street could still access Sandalwood Court and Sandalwood Drive by various routes, depending on the alternative.

Because the Anna Street intersection would provide right in, right out only access, under Alternative 1 Option A and Alternative 2 Option A, residents of Anna Street would turn right on the Destin Cross Town Connector and continue to Benning Drive where they would make a U-turn to return via the Cross Town Connector to Beach Drive, turning right on Beach Drive and continuing until it intersects with Sandalwood Drive. Under Alternative 1 Option B and Alternative 2 Option B, residents of Anna Street could access either Sandalwood Court or Sandalwood Drive after making a U-turn at Benning Drive. Under Alternative 1 Option C and Alternative 2 Option C, residents of Anna Street could access Sandalwood Court after making a U-turn at Benning Drive, but to access Sandalwood Drive, residents would have to travel the same route as for Alternative 1 Option A and Alternative 2 Option A.

In reverse, under Alternative 1 Option A and Alternative 2 Option A, residents of Sandalwood Court or Sandalwood Drive going to Anna Street would have to exit onto Beach Drive, continue to the Destin Cross Town Connector and along the Connector to Anna Street. Under Alternative 1 Option B and Alternative 2 Option B, residents of either Sandalwood Court or Sandalwood Drive would have to exit onto the Destin Cross Town Connector and continue to Beach Drive to make a U-turn in order to return to Anna Street. Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Court would utilize the same route they use for Alternative 1 Option B and Alternative 2 Option B, while residents of Sandalwood Drive would utilize the route they would use for Alternative 1 Option A and Alternative 2 Option A.

To prevent the Destin Cross Town Connector from cutting off access between Sandalwood Drive and Sandalwood Court, Alternative 1 Option A and Alternative 2 Option A include realignment of Anna Street, south of the Destin Cross Town Connector, parallel to the Cross Town Connector between Sandalwood Court and Sandalwood Drive. This maintains the current access to Sandalwood Court from Beach Drive via Sandalwood Drive. Alternative 1 Option B, Alternative 1 Option C, Alternative 2 Option B, and Alternative 2 Option C do not include the realignment of Anna Street between Sandalwood Court and Sandalwood Drive. Instead these alternatives provide access from Sandalwood Court directly to the Destin Cross Town Connector. Under Alternative 1 Option B and Alternative 2 Option B, residents of Sandalwood Court desiring to visit residents of Sandalwood Drive would exit Sandalwood Court onto the Cross Town Connector to reach Sandalwood Drive. However, residents of Sandalwood Drive going to Sandalwood Court, because there would be no median opening on the Destin Cross Town Connector, would have to exit onto Beach Drive, take Beach Drive to the Destin Cross Town Connector, travel along the Connector to Benning Drive, make a U-turn at Benning Drive, and continue to Sandalwood Court.

Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Court desiring to visit residents on Sandalwood Drive would be required to exit Sandalwood Court onto the Cross Town Connector, drive east to Beach Drive, then down Beach Drive to Sandalwood Drive. Residents on Sandalwood Drive going to Sandalwood Court would utilize the same route as for Alternative 1 Option B and Alternative 2 Option B.

Under Alternative 1 Option C and Alternative 2 Option C, residents of Sandalwood Drive would experience a separation from the residents on Sandalwood Court and vice versa, although, for the residents on Sandalwood Court, the convenience of an easier access out of the neighborhood for other purposes may offset the separation from community members on Sandalwood Drive.

**Table A-1** summarizes the alternatives effects on community cohesion. For purposes of this summary, neighborhoods are identified as Anna Street, Sandalwood Drive, and Sandalwood Court. The neighborhood is considered impacted if reasonably close access between it and another neighborhood has not been provided. For instance, even though Anna Street is provided access to the Destin Cross Town Connector, residents of Anna Street can no longer directly access either Sandalwood Drive or Sandalwood Court.

**TABLE A-1: COMMUNITY COHESION IMPACTS**

| AFFECTED NEIGHBORHOOD | ALTERNATIVE 1 | | | ALTERNATIVE 2 | | |
|---|---|---|---|---|---|---|
| | OPTION A | OPTION B | OPTION C | OPTION A | OPTION B | OPTION C |
| North Anna Street Separated from Sandalwood Drive | X | - | X | X | - | X |
| North Anna Street Separated from Sandalwood Court | X | - | - | X | - | - |
| Sandalwood Drive Separated from Sandalwood Court | - | X | X | - | X | X |
| Sandalwood Court Separated from Sandalwood Drive | - | - | X | - | - | X |
| **Total of Community Cohesion Impacts** | **2** | **1** | **3** | **2** | **1** | **3** |

Since Sandalwood Court, like Anna Street, does not lead to other streets or to businesses, the connection to the Destin Cross Town Connector under Alternative 1 Option B, Alternative1 Option C, Alternative 2 Option B and Alternative 2 Option C would not introduce an increased volume of traffic into the neighborhood. These access points would, however, degrade the operation of the proposed roadway due to their proximity to the Azalea Drive/Benning Drive intersection.

The effect of the alternatives on traffic operations on the Azalea Drive/Benning Drive intersection is measured in two ways, as shown in **Table A-2**. One is the relative distance from the intersection, with a new access point being further from the intersection having less impact than one that is closer. A new access point that is further away is given a 1, one that is closer is assigned a 2. The lower the overall score, the less of an anticipated impact on traffic operations. The second measure is the number of new access points created under an Alternative/Option.

## TABLE A-2: ALTERNATIVE OPTIONS AFFECT ON TRAFFIC OPERATIONS

| MEASURE OF IMPACT TO TRAFFIC OPERATIONS | ALTERNATIVE 1 | | | ALTERNATIVE 2 | | |
|---|---|---|---|---|---|---|
| | OPTION A | OPTION B | OPTION A | OPTION B | OPTION A | OPTION B |
| Relative Distance from Western Project Terminus* | 1 | 2 | 2 | 1 | 2 | 2 |
| Number of New Access Points** | 1 | 3 | 2 | 1 | 3 | 2 |
| **Total of Traffic Operations Impacts** | **2** | **5** | **4** | **2** | **5** | **4** |

*Closer access points are worse for traffic operations at the project terminus and are assigned a 2.
**A four-leg intersection counts as two access points.

Each of these measures of effect on traffic operations is assigned a number indicating how the alternative performs with the lowest number being best. Therefore, the distance an access point is from the western project terminus is either a 1 or a 2, with 1 being furthest away. The number of new access points is assigned a score of 1, 2, or 3. The number of measures for effect on traffic operations is totaled for each Alternative/Option to provide the overall impact on traffic operations at the Azalea Drive/Benning Drive intersection.

### *Community Services*

Community services provide a focal point for adjoining neighborhoods and communities, as well as servicing the needs of the surrounding areas. Community services/providers include medical facilities, government buildings, libraries, community centers, educational facilities, group care facilities, religious institutions, cemeteries, and parks, among others. The community facilities/providers within the study area are listed in **Table A-3** and their locations are shown on **Figure A-1.** Some of the community services/providers are listed more than once as they fall within more than one category and some of the schools/group care facilities have the same address as the churches with which they are associated. Those shown in bold type are in the vicinity of the proposed project. However, none of these community services would be adversely impacted by the proposed project.

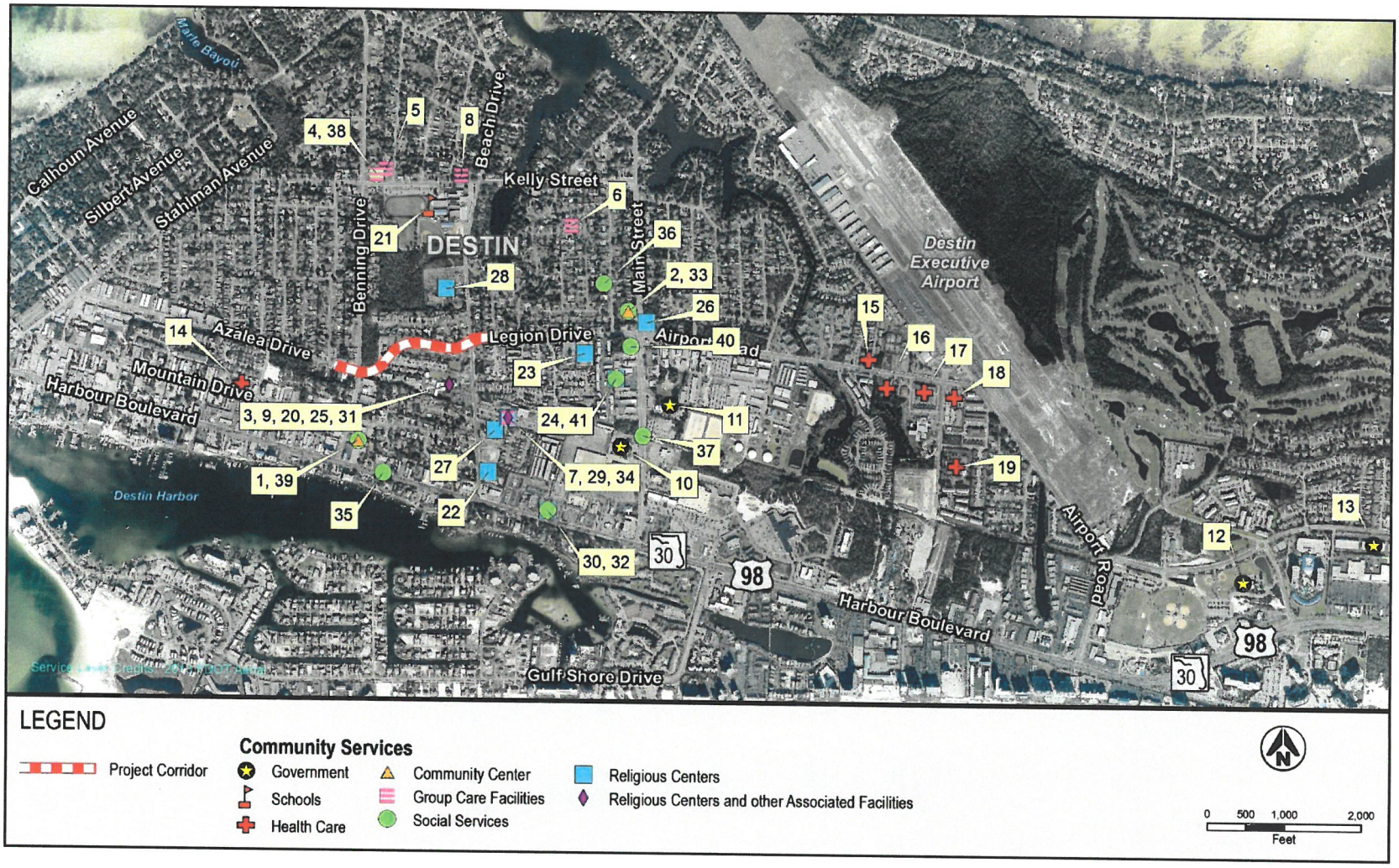
Not included in the list of community services, but also of importance due to the access benefits they would experience from implementation of the project are: fire and police protection services. The closest fire station is located at 848 Airport Road, approximately 0.6 mile east of the project. The Okaloosa County Sheriff's Department, which provides police services for the City of Destin, has an office at the Destin City Hall at 4200 Indian Bayou Trail, approximately 2 miles east of the project. By creating an alternate corridor to SR 30/US, the delivery of both fire and police protection services will be greatly enhanced, especially for the western segment of Destin. Even if the service providers utilize SR 30/US 98 instead of the alternate corridor, the congestion relief provided by the alternate corridor will enhance the delivery of emergency services.

## TABLE A-3: COMMUNITY SERVICE PROVIDERS IN STUDY AREA

| TYPE | NAME | ADDRESS | MAP ID |
|---|---|---|---|
| Community Centers | AMVETS Post 29 | 106 Benning Drive | 1 |
| | American Legion Post 296 | 311 Main Street | 2 |
| Group Care Facilities | **Destin Christian Academy** | **201 Beach Drive** | **3** |
| | Childcare Network 105 | 502 Benning Drive | 4 |
| | Brooke Summers | 503 3rd Avenue | 5 |
| | Richard & Amy Madden | 709 Swan Lane | 6 |
| | **Destin United Methodist Children** | **200 Beach Drive** | **7** |
| | Destin Elementary School | 633 Kelly Street | 8 |
| | **First Baptist Child Development** | **201 Beach Drive** | **9** |
| Government | US Post Office | 175 Main Street | 10 |
| | Destin Water Users Inc. | 218 Main Street | 11 |
| | Destin City Hall | 4200 Indian Bayou Tr. | 12 |
| | Highway Safety and Motor Vehicle | 4012 Commons Drive | 13 |
| Health Care | Destin Surgery Clinic, PA | 415 Mountain Drive | 14 |
| | Destin Dental Center | 985 Airport Road | 15 |
| | White Wilson Medical Center | 990 Airport Road | 16 |
| | Destin Emergency Care Center | 996 Airport Road | 17 |
| | Amedisys Home Health of the Panhandle | 1008 Airport Road | 18 |
| | Destin Healthcare and Rehabilitation Center | 195 Mattie M. Kelly Blvd. | 19 |
| Schools | **Destin Christian Academy** | **201 Beach Drive** | **20** |
| | Destin Elementary School | 630 Kelly Street | 21 |
| Religious Centers | Cornerstone Presbyterian Church | 50 Beach Drive | 22 |
| | Assembly of God Church - Destin | 726 Legion Drive | 23 |
| | Church of Jesus Christ Destin Branch | 225 Main Street | 24 |
| | **First Baptist Church of Destin** | **201 Beach Drive** | **25** |
| | Safe Harbor Presbyterian Church | 801 Airport Road | 26 |
| | Church of Christ Destin | 150 Beach Drive | 27 |
| | **Corpus Christi Catholic Church** | **307 Beach Drive** | **28** |
| | **Destin United Methodist Church** | **200 Beach Drive** | **29** |
| | Hope Family Ministries | 737 Hwy 98 East | 30 |
| Social Services | **First Baptist Church Child Development Center** | **201 Beach Drive** | **31** |
| | The Abercrombie Center | 737 Hwy 98 East | 32 |
| | American Legion 296 | 311 Main Street | 33 |
| | **Jacob's Ladder Preschool** | **200 Beach Drive** | **34** |
| | Quinn Physical Therapy PA | 623 Hwy 98 East | 35 |
| | Ready Set Go | 315 Spring Street | 36 |
| | Disaster Response Team | 200 Main Street | 37 |
| | Child Care Network Inc. | 502 Benning Drive | 38 |
| | AMVETS Post 29 | 106 Benning Drive | 39 |
| | D Dan's Entertainment Agency - Destin | 245 Main Street | 40 |
| | Comfort Keepers | 225 Main St. | 41 |

*Bold type indicates the community service is in the vicinity of the proposed project.

# FIGURE A-1
# COMMUNITY SERVICES LOCATION MAP



### Minority and Low-Income Population

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, and the Civil Rights Act of 1968, as amended in 1988. Title VI provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition, be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. Title VIII guarantees each person equal opportunity in housing regardless of race, color, religion, sex, national origin, age or disability. This project is not expected to have a disproportionate or adverse impact on any distinct minority, ethnic, religious, low-income, elderly, or handicapped groups.

The field review of the project area confirmed the presence of the residential areas that appear to have low income or minority residents. Public meetings have been held within the project area to ensure that opportunity is given to all residents and businesses along the corridor to provide input into this project.

The 2010 Census indicates the median household income, within a 500-foot buffer of the project area, is $56,428. The total population in 2010 was 277 persons totaling 115 households, of which six households were below poverty level in the previous 12 months. However, no households received public assistance income. Of the 233 people, 25 years and over, living within the 500-foot buffer of the project area, 170 (89.01 percent) were high school graduates or higher and twenty-one percent (42 persons) had a Bachelor's degree or higher. Most of the population (88.09 percent) was White Alone. The minority group having the greatest representation in the project area is the Hispanic or Latino of Any Race with 12.64 percent (35 people) of the population.

There are132 housing units in the project area with a median value of $225,150. Of these 60 are owner-occupied and 55 are renter-occupied units. Only one of the occupied housing units had no vehicle.

Also, within the study area, the 2010 Census data indicates that 8.46 percent of the population (22 persons) did not speak English at all and that 17.69 percent (46) speaks English not well or not at all. Written translation obligations may be required for this project since the eligible Limited English Proficiency (LEP) language group does meet or exceed the threshold (five percent or 1,000 persons or more in a project area that speak a language other than English per the FDOT PD&E Manual, Part 1, Chapter 11, Section 11-1.2.4).

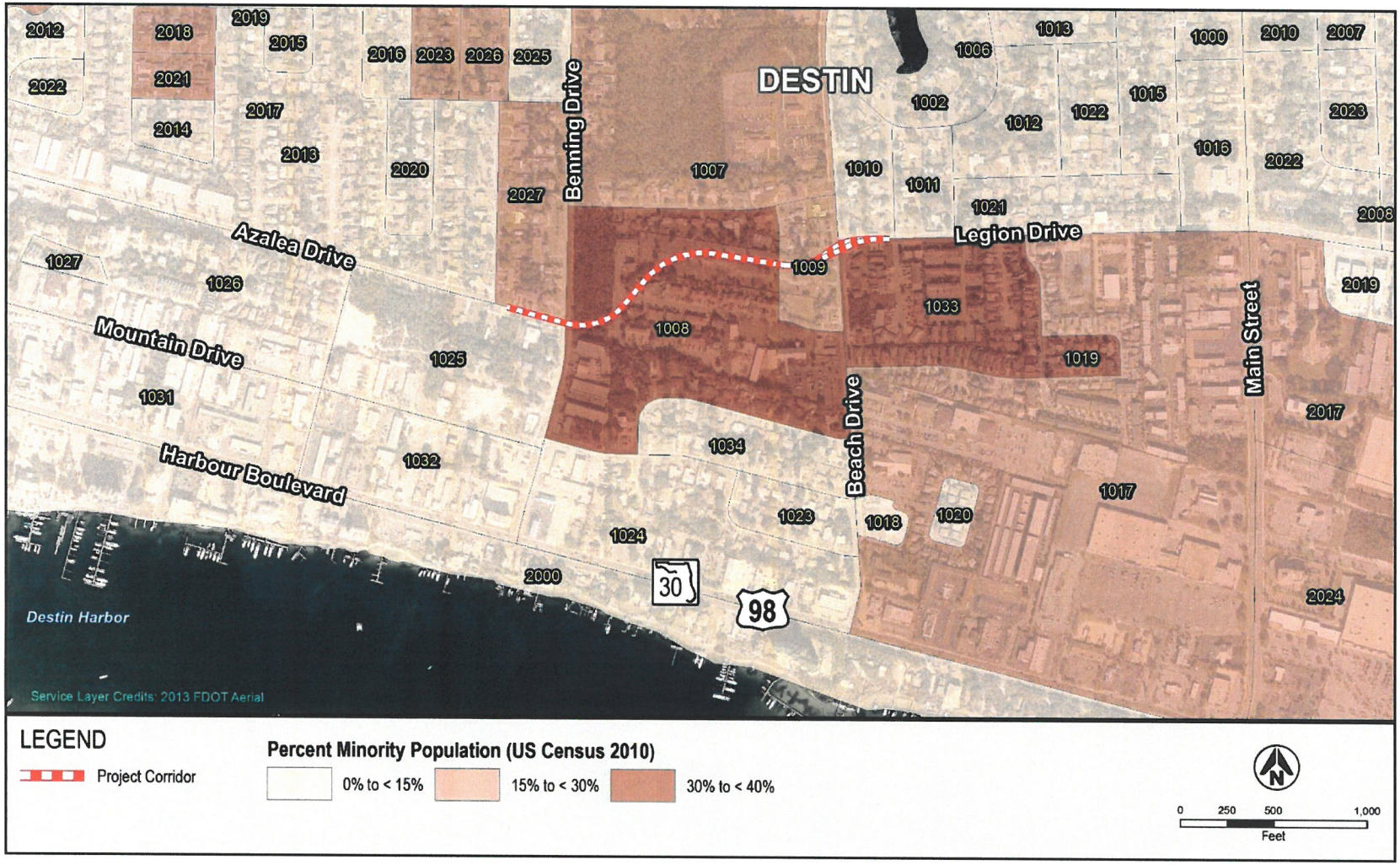
**Table A-4** presents the demographic of the 500-foot project buffer in comparison with that of Okaloosa County. The analysis of GIS data indicates the project area is comprised of a slightly larger minority population as compared to Okaloosa County. Also, the racial/ethnic make-up of the minority population differs from that in the County, with the study area having twice the percentage of persons of Hispanic origin as the County and a considerably less percentage of African-Americans than the County.

## TABLE A-4: 2010 PROJECT AREA DEMOGRAPHICS

| DEMOGRAPHIC | 500-FOOT BUFFER | | OKALOOSA COUNTY | |
|---|---|---|---|---|
| | NUMBER | PERCENTAGE | NUMBER | PERCENTAGE |
| Total Population | 277 | 100.00% | 182,076 | 100.00% |
| **Racial Characteristics** | | | | |
| White Alone (Race) | 244 | 88.09% | 149,733 | 82.24% |
| African-American (Race) | 4 | 1.44% | 16,908 | 9.29% |
| Asian Alone (Race) | 7 | 2.53% | 5,633 | 3.09% |
| American Indian or Alaska Native | 0 | 0.00% | 1,251 | 0.69% |
| "Other" (Race) | 13 | 4.69% | 2,527 | 1.39% |
| **Ethnicity Characteristics** | | | | |
| Hispanic or Latino (Ethnic Group) | 35 | 12.64% | 11,733 | 6.44% |
| **Language Ability** | | | | |
| Age 5 and Over | 258 | 93.14% | 170,259 | 93.51% |
| Speaks English Not at All | 22 | 8.46% | 743 | 0.44% |
| Speaks English Not Well or At All | 46 | 17.69% | 3,172 | 1.86% |
| **Income Characteristics** | | | | |
| Total Households | 115 | 100.00% | 74,442 | 100.00% |
| Median Household Income | $56,428 | - | $54,242 | - |
| Households Below Poverty Level | 6 | 5.22% | 7,414 | 9.96% |
| Households with Public Assistance | 0 | 0.00% | 983 | 1.32% |
| **Education Characteristics** | | | | |
| Median Age | 38 | - | 38 | - |
| Population Over 25 | 233 | 84.11% | 154,230 | 84.71% |
| High School Graduate or Higher | 170 | 89.01% | 110,268 | 71.50% |
| Bachelor's Degree or Higher | 42 | 21.99% | 32,632 | 21.16% |
| **Housing Characteristics** | | | | |
| Total Housing Units | 132 | 100.00% | 91,624 | 100.00% |
| Owner-Occupied Units | 60 | 45.45% | 48,772 | 53.23% |
| Renter Occupied Units | 55 | 41.67% | 23,670 | 25.83% |
| Vacant Units | 17 | 12.88% | 19,182 | 20.94% |
| Median Housing Value | $225,150 | - | $204,400 | - |
| Occupied Housing Units w/ No Vehicle | 1 | 0.76% | 2,735 | 3.78% |

Eight of the 25 census blocks comprising the project area had no minority populations, six blocks had less than 10 percent minority populations, seven blocks had between ten and 20 percent minority populations, and four blocks had more than twenty but less than forty percent of the population as minorities. There are six census blocks that are either crossed by, or adjacent to, the proposed project (see **Figure A-2** and **Table A-5**).

## FIGURE A-2
## PROJECT AREA CENSUS BLOCKS



## TABLE A-5: 2010 PROJECT AREA CENSUS BLOCK DATA

| CENSUS BLOCK | TOTAL POPULATION | MINORITY POPULATION AS A WHOLE | PERCENT MINORITIES | AFRICAN AMERICAN | AMERICAN INDIAN or ALASKA NATIVE | ASIAN ALONE | HISPANIC OR LATINO | SOME OTHER RACE ALONE |
|---|---|---|---|---|---|---|---|---|
| 1007 | 98 | 14 | 15.10 | 0 | 0 | 1 | 14 | 6 |
| **1008** | **228** | **74** | **32.50** | **1** | **0** | **10** | **40** | **21** |
| **1009** | **26** | **4** | **15.40** | **0** | **1** | **0** | **1** | **0** |
| 1010 | 27 | 0 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 1025 | 7 | 0 | 0.00 | 0 | 0 | 0 | 0 | 0 |
| 1033 | 398 | 153 | 38.40 | 13 | 4 | 13 | 118 | 25 |
| 2027 | 70 | 16 | 22.90 | 0 | 1 | 5 | 7 | 0 |

***Bold font indicates the census blocks containing the proposed project alignment**

One census block (1010) has no minorities. Two Census blocks (1008 and 1009) are crossed by the project's alignment and four census blocks (1010, 1025, 1033 and 2027) are located at the project termini. Census Block 1007 was included because its southern boundary is Legion Drive which is part of the study area. Only Census Blocks 2027, 1008, and 1033 have a minority percentage above 20 percent, primarily Hispanic or Latino.

There is no distinction between the build alternatives' effects on the study area population. The principal adverse effect of the project is the relocation of nine to sixteen residences. Although the project was designed to minimize relocations and the effect of relocations on the community as much as practicable, relocations are unavoidable. However, the City of Destin will carry out a Right of Way and Relocation Program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). And in accordance with Title VI of the Civil Rights Act of 1964, no person shall be excluded from participation in, or denied benefits of, or be subject to discrimination under any program or activity receiving federal assistance on the ground of race, color, or national origin. Therefore, it has been determined that the proposed project will not have any disproportionately high and adverse human health and environmental effects on minority or low-income populations.

Along with the Civil Rights Act, Executive Order 12898 (Environmental Justice) ensures that minority and/or low-income households are neither disproportionately adversely impacted by major transportation projects, nor denied reasonable access to them by excessive costs or physical barriers (United States Environmental Protection Agency [EPA], 1994). This project is not expected to have a disproportionately adverse impact on minority or low-income households. Title VI information available at the Public Hearing.

### *Public Involvement*

A comprehensive Public Involvement Program was initiated with this project. This program is compliant with the FDOT PD&E Manual, Section 339.155 Florida Statues (F.S.), Executive Orders 11990 and 11988: Council on Environmental Quality Regulations for implementing the procedural provision of the National Environmental Policy Act; and 23 Code of Federal Regulations 771.

### *Advanced Notification*

An Advance Notification was issued on April 1, 2015 to the Florida State Clearinghouse, Department of Environmental Protection/Office of Intergovernmental Programs with copies to federal, state and local agencies and other interested parties, including tribal representatives, to inform the recipients of the initiation of the proposed project, obtain agency input on the project's potential for involvement with resources under their jurisdiction, and to document the need for resource agency or tribal involvement with the project. Following the 45-day review, response letters were received from the following agencies:

- National Marine Fisheries Service (NMFS) – indicated that it did not appear the project would have any direct involvement with NMFS trust resources.
- Florida Fish and Wildlife Conservation Commission (FFWCC) – recommended that sea turtle friendly lighting be used along the roadway.
- Florida State Clearinghouse (FSC) – indicated that the Northwest Florida Water Management District (NWFWMD) recommended an Environmental Resource Permit pre-application meeting be schedules; that the Florida Department of Economic Opportunity (FEO) advised the project is consistent with the Destin 2020 Comprehensive Plan; and stated that the project is consistent with the Florida Coastal Management Program (FCMP).

Agency comments and City of Destin responses are provided in Appendix A.

### *Alternatives Public Meeting*

An Alternatives Public Meeting was held September 15, 2015, at the City Council Chambers in Destin, Florida. The project alternatives were presented to the public at that time with the purpose of obtaining public feedback to assist in the selection of a recommended alternative. Most commenters favored the project, especially if roundabouts were used instead of the four -leg intersection. Most commenters also preferred that Sandalwood Drive end in a cul-de-sac and Sandalwood Court be connected directly to the proposed project (Option C). The negative feedback centered on the fact that this is only one of several projects that are needed to complete the by-pass corridor and remaining sections are not currently funded.

### *Public Hearing*

A public hearing was conducted on October 18, 2016 at the City Council chambers in the City Hall Annex, 4100 Indian Bayou Trail, Destin, Florida 32541. The hearing was held to present project study findings, conceptual renderings, and to provide the public with the opportunity to comment on the recommended alternative.

A total of 30 persons attended. Five comment sheets were returned, and five individuals chose to make verbal statements during the hearing. Although the proceedings were transcribed, the court reported passed away shortly after the hearing. All speakers were notified and requested to provide their comments. A record of the meeting was recreated using the hearing script and speaker registration cards, which contained notes regarding the speakers' concerns, and the responses from two of the speakers.

Comments from the public included the following:

- One person wants a left turn onto Benning Drive and recommended the City initiate a shuttle service,
- Another person wants a noise buffer, a crossover for eat-west traffic on US 98, an outlet for Sandalwood Drive, and is concerned about the school traffic congestion between 2:00 and 3:30 pm,
- Three people are worried about relocations, including an elderly widow on a pension, and people who do not believe they will be able to acquire a similar property with the right-of-way compensation they receive,
- One person was concerned about bicycle safety,
- One person was concerned about safety and property value,
- Another person was concerned that the corner of her property is on a curve and isworried about cars coming up into her yard, the effect on her property value, and feels that building an interim alternative is a waste of money, and
- One person is concerned about bottlenecking at Legion, and church and school traffic surges.

The one comment received in opposition to the project was based on the commenter's misconception that the project would be constructed as initially as a four-lane facility. The commenter's concern was that four lanes of traffic would be constricted at the project termini where the connecting roadways are currently only two-lane. The commenter did not understand that the project would be constructed in phases with the first phase being only a two-lane roadway with the widening to occur when traffic warrants.

Documentation associated with these meetings is provided in Appendix G (Alternatives Public Meeting) and Appendix H (Public Hearing).

**Substantial Impacts?**
Enhanced

## A-2 Economic

The proposed project would benefit the local economy in two ways: improving congestion on SR 30/US 98 and by advancing the goals of the Harbor Community and Town Center CRAs. SR 30/US 98 through Okaloosa County, a principal arterial, is also a major freight corridor. In a survey of stakeholders conducted by the Okaloosa Walton MPO, the chronic delays caused by congestion on SR 30/US 98 is their number one problem. Although the proposed Destin Cross Town Connector is a Non-Strategic Intermodal System (Non-SIS) project, once completed, the connector would improve congestion on SR 30/US 98 by providing an alternate, less congested

route for local traffic. By removing a portion of local traffic from SR 30/US 98 (Harbor Boulevard), large employers such as the U.S. military, the hospitality industry, and defense contractors would see improvement freight transport and delivery times. Smaller businesses located along SR 30/US 98 would likely see an increase in customer activity due to the improved access.

By improving connectivity to commercial land uses east, west, and south of the project corridor, the Destin Cross Town Connector would benefit the Harbor and Town Center Community Redevelopment Areas (CRAs), discussed in Section A-3. Improved transportation connectivity would likely attract new businesses and services to the area as well as improve access and convenience for residents north of SR 30/US 98. The attraction of new business to the area additional benefit of generating jobs.

**Substantial Impacts?**
Enhanced

## A-3 Land Use Changes

The proposed project is in the urbanized area of the City of Destin in southeast Okaloosa County, Florida. **Table A-6** provides the generalized land uses within the study area. Residential is the predominant land use in the study area followed by retail/office. Together these categories comprise 47.9 percent of the study area.

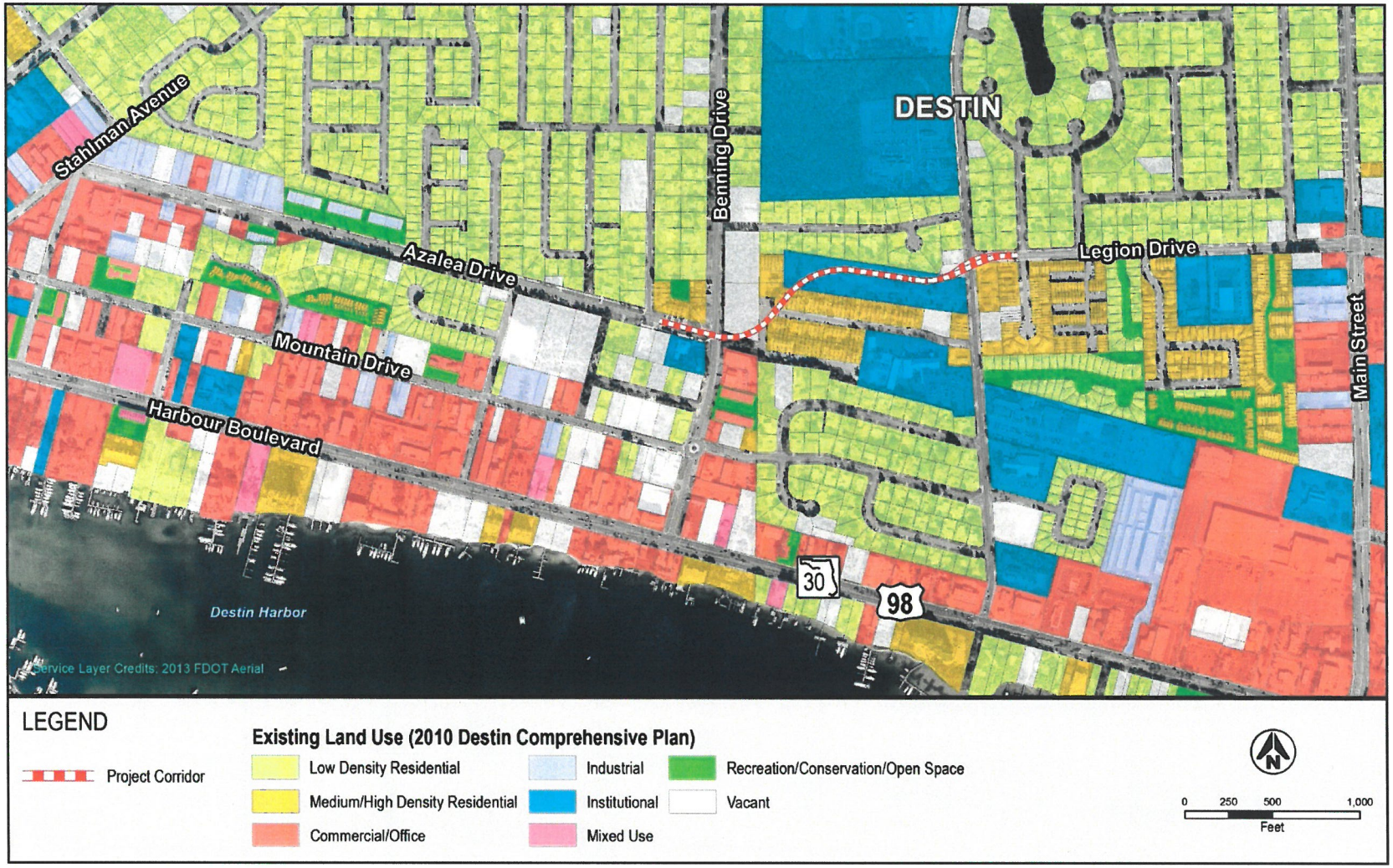
**TABLE A-6: GENERALIZED EXISTING LAND USES WITHIN THE STUDY AREA**

| LAND USE CATEGORY | ACRES | PERCENTAGE OF STUDY AREA |
|---|---|---|
| Industrial | 11.7 | 1.70% |
| Institutional | 43.3 | 6.28% |
| Parcels with No Values | 10.2 | 1.48% |
| Public/Semi-Public | 35.4 | 5.14% |
| Recreation | 14.2 | 2.06% |
| Residential | 261.5 | 37.04% |
| Retail/Office | 74.9 | 10.86% |
| Vacant Nonresidential | 15.8 | 2.29% |
| Vacant Residential | 26.3 | 3.82% |

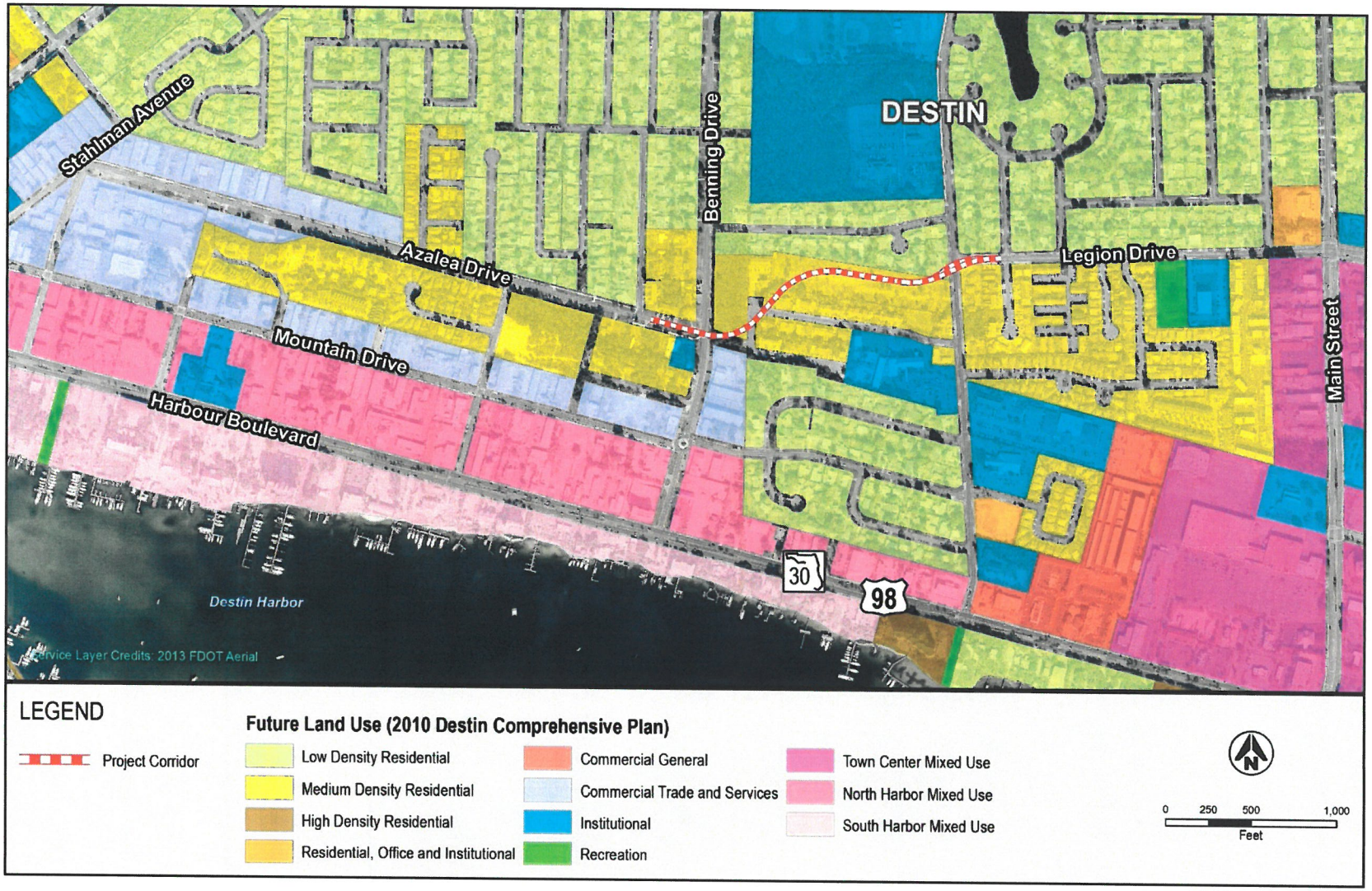
Existing land uses specifically along the project corridor consist of a mix of single family detached residences and town homes, and vacant land. There is some light commercial use on Benning Drive and Beach Drive just south of the corridor. **Figure A-3** shows existing land use.

The future land uses, shown in **Figure A-4,** were obtained from the City of Destin GIS Department. The primary future land use designation along the corridor is Medium Density Residential. South of the corridor there is some commercial (Trades and Services) land use designated along the east side of Benning Drive and some Institutional along Beach Drive and some Commercial General where Beach Drive intersects SR 30/US 98.

## FIGURE A-3
## EXISTING LAND USE MAP



## FIGURE A-4
## FUTURE LAND USE MAP



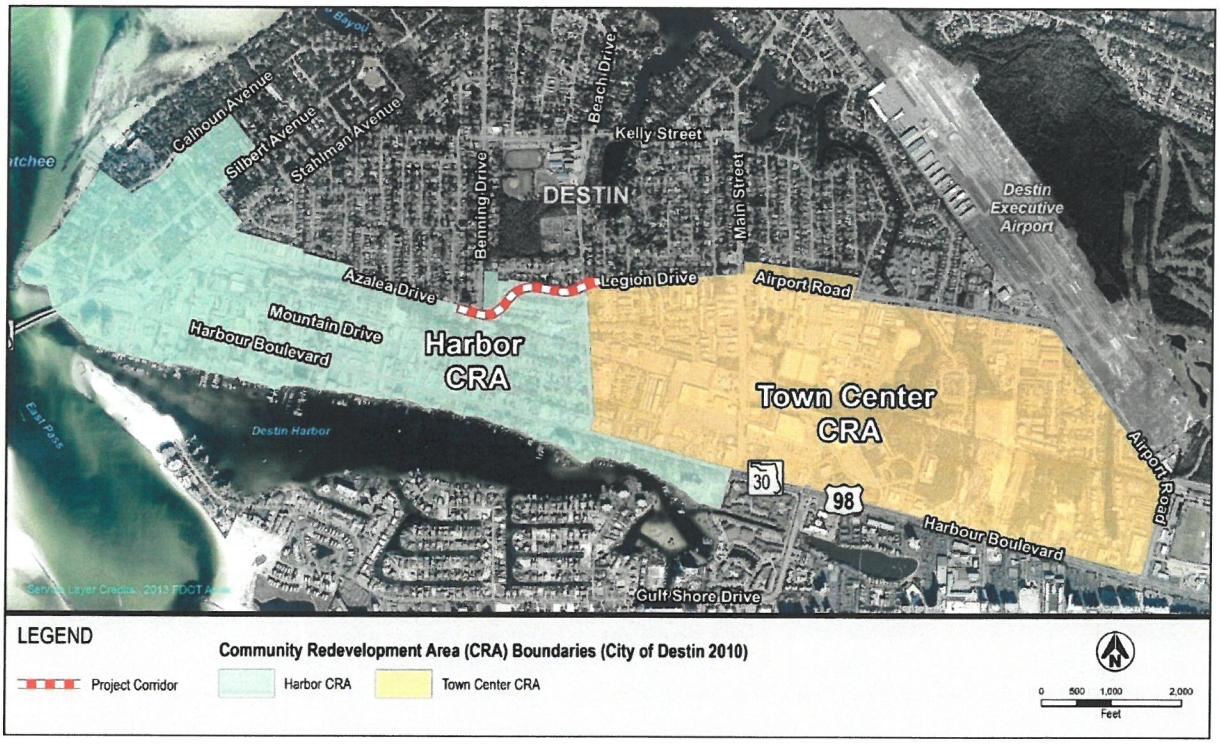
The acreages of the future land use designations in the study area are provided in **Table A-7**. From **Table A-7**, it is apparent that the primary existing land uses will persist. Public/Semi-Public land uses are forecasted to experience the greatest growth, almost doubling to 9.41 percent of the study area. Residential land use will only increase slightly and will likely occur on lands that are currently vacant residential areas.

**TABLE A-7: GENERALIZED FUTURE LAND USES WITHIN THE STUDY AREA**

| LAND USE CATEGORY | ACRES | PERCENTAGE OF STUDY AREA |
|---|---|---|
| Commercial, Office, Tourism, Marina | 31.2 | 4.52% |
| Industrial, Extractive, Transportation | 0.7 | 0.10% |
| Mixed Use, Activity Center, Urban Village | 91.2 | 13.24% |
| Public/Semi-Public, Gov., Institutional | 64.9 | 9.41% |
| Recreation, Open space | 2.1 | 0.30% |
| Residential High (>12 DU) | 2.7 | 0.40% |
| Residential Low (<1 DU) | 8.4 | 1.21% |
| Residential Medium (<13 DU) | 278.7 | 40.44% |
| Water Bodies | 80.5 | 11.68% |

The City of Destin has designated two CRAs: the Town Center CRA and the Harbor CRA (**Figure A-5**). The purpose of the CRAs is to encourage new business and redevelopment, investment in infrastructure improvements, and reconstruction of blighted areas. The Town Center CRA, which was established March 3, 1998, is located north of SR 30/US 98 and bounded by Airport Road on the east and Beach Drive on the west. The Harbor CRA was established in 2003. The CRA was modified by an Interlocal Agreement between the City of Destin and Okaloosa County in 2005. The Harbor CRA extends from Destin Harbor north to encompass Azalea Drive and from Beach Drive west to Choctawhatchee Bay. SR 30/US 98 and the proposed project are located within the boundaries of the Harbor CRA. The proposed project is also adjacent to the western boundary (Beach Drive) of the Town Center CRA and connects to its northern limit (Legion Drive). The connectivity provided by the Destin Cross Town Connector is consistent with the goals of the CRAs.

**FIGURE A-5**
**DESTIN COMMUNITY REDEVELOPMENT AREAS**




Because the proposed project supports the land use policies of the City, the proposed project is not expected to alter the forecasted land use patterns in the study area. Any future changes in land uses would be attributable to the on-going development trend. While the proposed project will support the existing plans to attract new businesses and redevelopment of blighted areas, the improvements will not induce secondary development since these actions are already in place.

## A-4 Mobility

**Substantial Impacts?**
Enhanced

The study area has only limited bicycle and/or pedestrian facilities (see Section D.6) and no bus service. However, transit service is currently provided along Mountain Drive, one block south of Azalea Drive. It is expected that the improved connectivity provided by the proposed project would likely attract future bus service, especially as an alternate route to the airport.

Further, the proposed project includes designated bicycle lanes and sidewalks in each direction. The provision of these facilities, as discussed in Section D.6, is consistent with the City of Destin's Pedestrian and Bicycle Master Plan and will enhance the connectivity of the existing facilities in the study area.

Therefore, the proposed project, which is being developed to improve congestion on SR 30/US 98, would not only facilitate the more efficient movement of freight and vehicular traffic, it will accommodate other transportation modes, resulting in an expected net enhancement of mobility.

## A-5 Aesthetic Effects

Substantial Impacts?
No

Within the project limits, the land use is primarily undeveloped/vacant residential land immediately adjacent to the proposed right-of-way, except south of the proposed road at the end of Sandalwood Drive and Sandalwood Court and north of the proposed road in the vicinity of the project terminus at Beach Drive. There is also residential use beyond the adjoining vacant parcel. However, most residential units with exposure to the proposed road currently have privacy fences which will shield residents from the view of the roadway.

These residential areas are noise sensitive sites, but a traffic noise study conducted for the project, and summarized later in this document, did not find that any noise sensitive receptor would experience noise levels in excess of the Federal Highway Administration's Noise Abatement Criteria (NAC).

The proposed project will be constructed in phases with a two-lane facility provided in the first phase, which is consistent with the existing roads in the immediate vicinity of the project. Widening of the facility to four lanes will occur when traffic warrants. It is expected that the connecting roads would also be widened to four lanes simultaneously with or before the widening of this project. Any potential vibration effects of construction activities will be short-lived and minimized with the use of best management practices.

The proposed project will not affect the view of any community focal point. However, it should be noted that the proposed improvements would include landscaping to minimize any potential adverse aesthetic effects.

## A-6 Relocation Potential

Substantial Impacts?
Yes

The proposed improvements have been developed to minimize right-of-way acquisition and displacements as much as possible. However, since the proposed project is on new alignment through a developed area, right-of-way acquisition, including relocations will be required. The right-of-way acquisition for the interim two-lane facility with roundabout intersections requires the same relocations as Alternatives 1 and 2, Options A, B, and C. Although the ultimate Alternative 1 (with signalized intersections) would require less right-of-way than the interim facility, because the interim facility will be built first, the right-of-way cost for Alternative 1, is the right-of-way cost of the interim facility.

**Table A-8** provides the right-of-way acquisition costs and the number of relocations for each Build alternative. For information on these relocations, please refer to the *Destin Cross Town Connector Conceptual Stage Relocation Plan* (CSRP), prepared for this project in compliance with the Federal Highway Administration (FHWA) *Technical Advisory T6640.8A,* Section 9.1.3 of the FDOT *Right of Way Manual*, and Part 2, Chapter 4 of the *PD&E Manual.* Further minimization of right-of-way acquisition and relocations may be achieved during the design phase by obtaining design exceptions or variances, where such measures would reduce impacts.

**TABLE A-8: RESIDENTIAL AND BUSINESS DISPLACEMENTS**

| ALTERNATIVE/ OPTION | ESTIMATED RIGHT OF WAY AND RELOCATION COSTS | RESIDENTIAL RELOCATIONS | BUSINESS RELOCATIONS | TOTAL RELOCATIONS |
|---|---|---|---|---|
| Alternative 1 Option A | $2,800,000 | 9 | 0 | 9 |
| Alternative 1 Option B | $2,600,000 | 9 | 0 | 9 |
| Alternative 1 Option C | $2,600,000 | 9 | 0 | 9 |
| Alternative 2 Option A | $4,400,000 | 9 | 1 | 10 |
| Alternative 2 Option B | $4,200,000 | 9 | 1 | 10 |
| Alternative 2 Option C | $4.200,000 | 9 | 1 | 10 |

It has been determined through field surveys and market data obtained from the Emerald Coast Association of Realtors that suitable replacement housing is available near the study area to accommodate the anticipated residential displacement. Similarly, suitable commercial properties are available near the study area.

To minimize the unavoidable effects of right-of-way acquisition and displacement of people, the City of Destin will carry out a Right-of-Way and Relocation program in accordance with Florida Statute 339.09 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

The City of Destin provides advance notification of impending right-of-way acquisition. Before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

No person lawfully occupying real property will be required to move without at least 90 days written notice of the intended vacation date, and no occupant of a residential property will be required to move until decent, safe and sanitary replacement housing is mad available. "Made available" means that the affected person has either by himself obtained and has the right of possession of replacement housing, or that the City of Destin has offered the relocate decent, safe and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation specialist is assigned to each project to carry out the Relocation Assistance and Payments program. A relocation specialist will contact each person to be relocated to determine individual needs and desires, and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

All tenants and owner-occupied displaces will receive an explanation regarding all options available to them, such as 1) varying methods of claiming reimbursement for moving expenses; 2) rental replacement housing, either private or publicly subsidized; 3) purchase of replacement housing; and 4) moving owner-occupied housing to another location.

Financial assistance is available to the eligible relocatee to:

- Reimburse the relocatee for the actual reasonable costs of moving from homes, businesses, and farm operations acquired for a road project.
- Make up the difference, if any, between the amounts paid for the acquired dwelling and the cost of a comparable decent, safe and sanitary dwelling available on the private market, as determined by the City.
- Provide reimbursement of expenses, incidental to the purchase of a replacement dwelling.
- Make payment for eligible, increased interest cost resulting from having to get another mortgage at a higher interest rate. Replacement housing payments, increased interest payments, and closing costs are limited to $31,000 combined.

A displaced tenant may be eligible to receive a payment, not to exceed $7,200 to rent a replacement dwelling or room, or to use as down payment, including closing costs, on the purchase of a replacement dwelling.

# ATTACHMENT B – CULTURAL

## B-1 Historic Sites/Districts

**Substantial Impacts?**
No Involvement

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No historical sites or Districts were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted. The SHPO concurrence letter is shown in **Appendix B.**

## B-2 Archaeological Sites

**Substantial Impacts?**
No Involvement

A cultural resources assessment, conducted in accordance with the procedures contained in 36 CFR Part 800, including background research and a field survey coordinated with the State Historic Preservation Officer (SHPO), was performed for the project. No archaeological sites were identified, nor are any expected to be encountered during subsequent project development. The SHPO has determined that no resources listed or eligible for listing on the National Register of Historic Places will be impacted. The SHPO concurrence letter is shown in **Appendix B.**

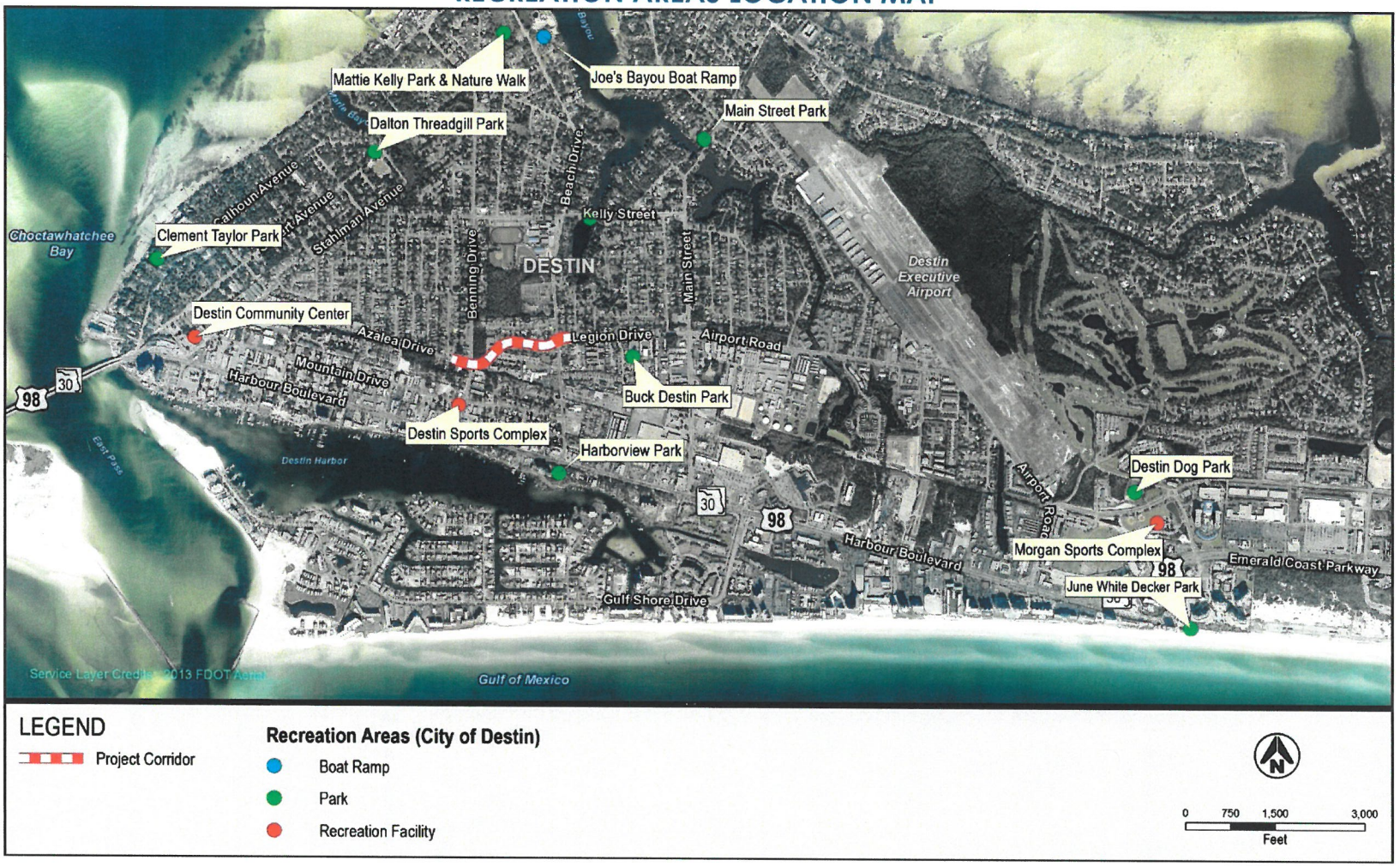
## B-3 Recreation Areas

**Substantial Impacts?**
No

The City of Destin maintains and operates 31 recreational properties. Although there are no recreation areas in the immediate vicinity of the proposed project, there are parks within and adjacent to the study area that are within the area of influence of the proposed project (i.e. the creation of a continuous road due to the construction of the missing link between Benning Drive and Beach Drive would provide a park patron the ability to access the park without traveling on SR 30/US 98 between Stahlman Avenue and Airport Road). The parks that are influenced by the proposed project are shown in **Figure B-1** and listed in **Table B-1**. Parks included in the list were identified for inclusion based on the following considerations:

- Small neighborhood parks located along the continuous corridor created by the project were included as they could be influenced by the project (small parks deep within a neighborhood not likely used by patrons outside of a neighborhood were not included).
- Parks with facilities not available at other parks and located generally in the area between Stahlman Avenue and the intersection of Airport Road at SR 30/US 98 (Emerald Coast Parkway). An example of such a facility is the Destin Community Center.
- Parks with access to water/beaches
- Parks with sports facilities, especially baseball/softball fields (these were included because city teams play at more than one facility)

## FIGURE B-1
## RECREATION AREAS LOCATION MAP



## TABLE B-1: RECREATION AREAS WITHIN THE AREA OF PROJECT INFLUENCE

| RECREATION AREA | ADDRESS | AVAILABLE FACILITIES |
|---|---|---|
| **Buck Destin Park** | **724 Legion Drive** | **Basketball court, picnic tables, playground, tennis courts** |
| Clement Taylor Park | 131 Calhoun Avenue | 3.5-acre park with swim area, benches, grills, pavilion, picnic tables, playground, sand volleyball court |
| Dalton Threadgill Park | 711 Hickory Street | 3.9-acre with baseball fields, concession stand, softball fields, t-ball field |
| Destin Community Center | 101 Stahlman Avenue | 4 meeting rooms, basketball court, board room, gym, game room, playground, stage |
| Destin Dog Park | 4100 Indian Bayou Trail | Benches, water stations, parking, separate areas for large and small dogs. |
| **Destin Sports Complex** | **460 Kelly Street** | **Track, baseball fields, basketball court, picnic tables, playground, football field, soccer fields, softball fields** |
| **Harborview Park** | **Beach Drive and SR 30/US 98** | **Waterfront deck with benches, picnic tables, bike rack, handicap parking** |
| Joe's Bayou Boat Ramp | 800 Beach Drive | Five boat launch ramps, parking area, bathrooms |
| June White Decker Park | Scenic Hwy 98 | Swim area, bike rack, parking, restrooms |
| **Kelly Street Duck Pond** | **Kelly Street** | **No facilities** |
| Main Street Park | 605 Main Street | 0.75-acre waterfront park, ADA accessible with fishing pier & picnic facilities |
| Mattie Kelly Park & Nature Walk | 825 Beach Drive | 10-acre park with bayou access, pier, beach area, picnic area |
| Morgan Sports Complex | 4200 Indian Bayou Trail | ½ basketball court, baseball fields, picnic tables, playground, sand volleyball court, soccer fields, softball fields, walking path |

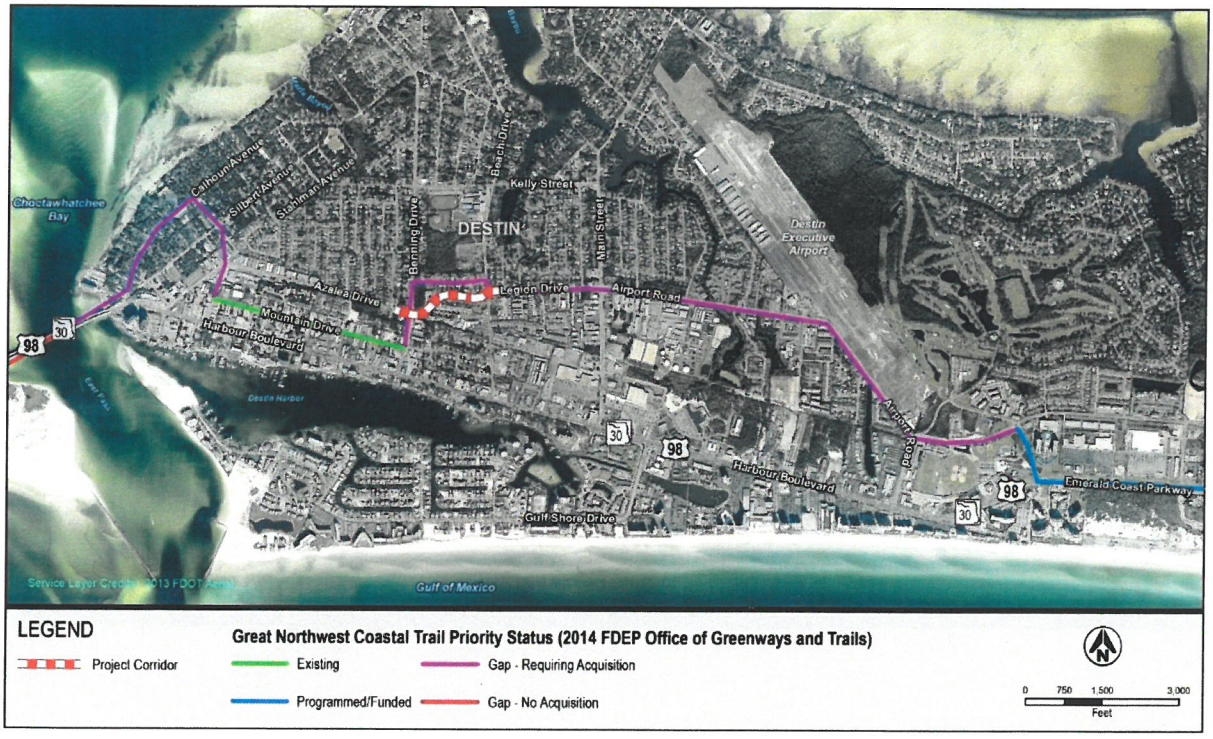
*Facilities in bold font are close to the project corridor

In addition to the parks above, the Florida Department of Environmental Protection (FDEP) Division of Greenways and Trails identifies the Great Northwest Coastal Trail (GNCT) Corridor as a Trail Priority in the 2013-2017 timeframe. As proposed, the GNCT consists of two trail corridors: the western corridor extends 115.4 miles between Pensacola, Florida and Panama City while the eastern corridor (Panama City to the St. Marks Corridor) is 148.8 miles in length. Currently the trail from Pensacola to Panama City consists of 50.5 miles of Existing/Programmed/Funded links through four counties. The trail through Okaloosa County is 26.7 miles in length and generally follows the SR 30/US 98 corridor passing through Fort Walton Beach and Destin. In Destin, there is a 2.9-mile segment of the trail that has been constructed. The remainder of the trail through Okaloosa County requires R/W acquisition.

**Figure B-2** shows that the proposed alignment of the GNCT in Destin would travel from Stalhman Avenue down Palmetto Street to Mountain Drive, where it then follows Mountain Drive to Benning Drive, travels north on Benning Drive to the west segment of Legion Drive, along Legion Drive to Beach Drive to connect to and follow the eastern segment of Legion Drive to and along Airport Road. The segment of the GNCT that follows Mountain Drive, between Palmetto Street and Benning Drive, has been constructed. The remaining segments described above require right-of-way acquisition.

The proposed Destin Cross Town Connector project would only be involved with the proposed GNCT in Destin where the trail intersects Azalea Drive at Benning Drive and where the eastern segment of Legion Drive intersects Beach Drive. There is potential for the FDEP Division of Greenways and Trails to reroute the portion of the GNCT trail along the western segment of Legion Drive, between Benning Drive and Beach Drive, to the alignment for the Destin Cross Town Connector project. Since the Destin Cross Town Connector project will provide bicycle and pedestrian facilities, utilization of these facilities could lessen the cost of the GNCT through Destin by eliminating the need for right-of-way acquisition for that segment.

## FIGURE B-2
## GREAT NORTHWEST COASTAL TRAIL IN DESTIN



# ATTACHMENT C – NATURAL

## C-1 Wetlands

**Substantial Impacts?**
No Involvement

The proposed project's alignment was surveyed for the presence of wetlands and no wetlands were found within the study area.

## C-2 Aquatic Preserves and Outstanding FL Waters

**Substantial Impacts?**
No Involvement

There are no Aquatic Preserves in the project area; therefore, this project will have no involvement with any Aquatic Preserve.

Outstanding Florida Waters (OFWs) are waters designated by the Florida Department of Environmental Protection for special protection due to their natural attributes. The closest OFW is Henderson Beach State Park, which is located outside of the study area. Therefore, the project would have no involvement with designated OFWs.

## C-3 Water Quality

**Substantial Impacts?**
No

Choctawhatchee Bay is designated as Class II - Shellfish Propagation or Harvesting. All other surface waters are designated Class III Fish Consumption; Recreation, Propagation and Maintenance of a Healthy, Well Balanced Population of Fish and Wildlife. Destin Harbor (WBID #917A) and Joes Bayou (WBID #906) are on the Verified Impaired Waters list. This list is comprised of water bodies that do not meet the parameters of the Surface Water Quality Standards (62-302, F.A.C.) for their water classification and the Impaired Waters Rule (IWR, 62-303, F.A.C.). **Table C-1** lists the parameters for which the water bodies fail to meet water quality standards.

### TABLE C-1: WATER QUALITY PARAMETERS NOT MET BY WATER BODY SEGMENTS

| WATER BODY | WBID | PARAMETER | TMDL STATUS |
|---|---|---|---|
| Destin Harbor | 917A | Fecal Coliform | Low |
| | | Mercury (fish tissue) | Established Statewide |
| Joes Bayou | 906 | Mercury (fish tissue) | Medium |

The NWFWMD was contacted to determine if the proposed project would have any adverse effects on the listed impaired waters. After discussion with the NWFWMD, it was concluded that the stormwater collection and treatment system for the proposed project would adequately treat stormwater and no adverse effects to the listed impaired waters would result from the proposed improvement. Therefore, no nutrient load analysis and treatment will be necessary in the proposed stormwater ponds.

The proposed project, which includes a stormwater collection and treatment system, would contribute to efforts to improve water quality in the study area surface waters by providing treatment prior to discharge. While preliminary analysis on potential stormwater pond locations was conducted during this study, the exact locations will be determined during the design phase of the project. In any case, the City owns sufficient right-of-way to accommodate ponds.

The proposed project is also located within an area designated as Less Vulnerable to Contamination of the Floridan Aquifer and More Vulnerable to Contamination of the Surficial Aquifer, according to the Floridan Aquifer Vulnerability Assessment. The implementation of the proposed stormwater collection and treatment system will reduce the amount of untreated runoff that enters the aquifer.

Well locations within the project area were obtained from the NWFWMD. The wells in this area are limited to irrigation supply. No wells will be impacted by the proposed improvements.

A Water Quality Impact Evaluation (WQIE) has been completed for the proposed project (see **Appendix C** for the WQIE checklist). The proposed stormwater facility design will include, at a minimum, the water quantity requirements for water quality impacts as required by the Northwest Florida Water Management District in Rule 40A-1 and FDEP rules 62-346 and 62-25 F.A.C. In addition, a stormwater pollution prevention plan and BMPs will be implemented during construction to protect both surface and groundwaters.

Construction activities have the potential for short-term, temporary impacts on water quality. The City of Destin will address the potential effects of construction activities on water quality by use of BMP. The Engineer may require the use of additional erosion and sedimentation control features or methods not specified in the plans to address unanticipated conditions.

## C-4 Wild and Scenic Rivers

**Substantial Impacts?**
No Involvement

The project is not within the boundaries of any river listed in the Nationwide Rivers Inventory. Therefore, the coordination requirement for the Wild and Scenic Rivers Act does not apply to this project.

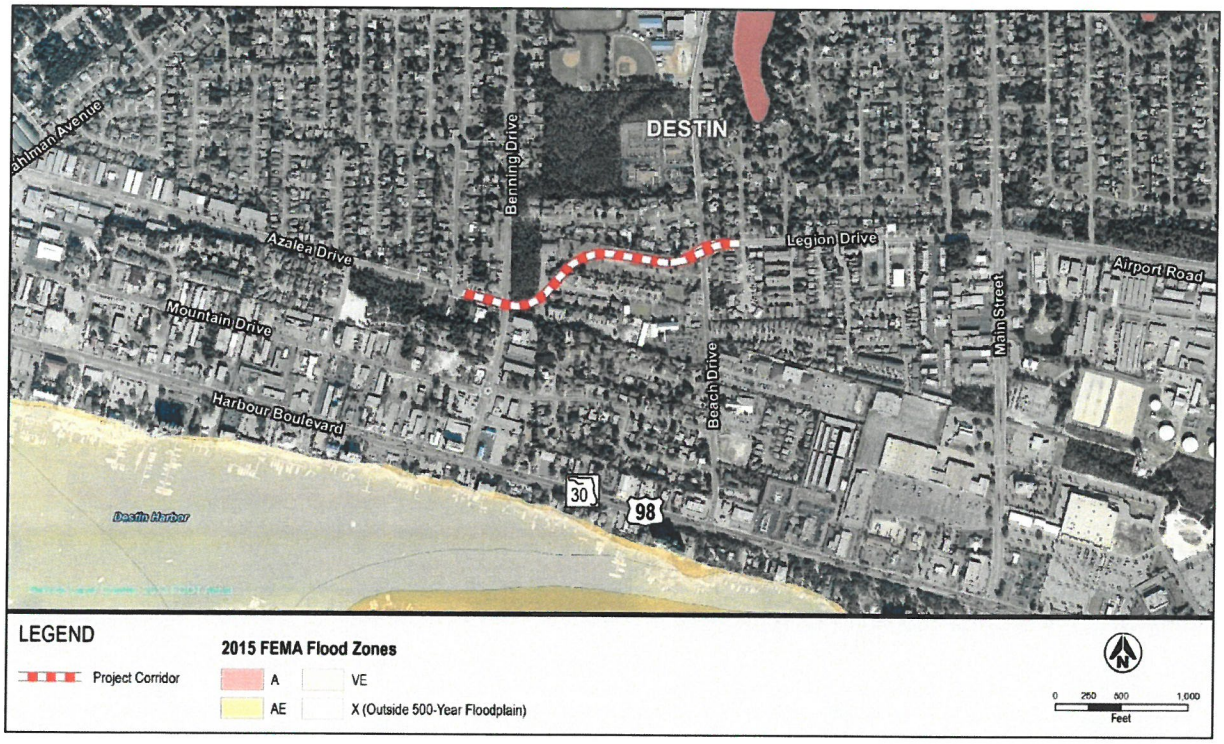
## C-5 Drainage and Floodplains

**Substantial Impacts?**
No Involvement

In accordance with Executive Order 11988 "Floodplain Management", US Department of Transportation (DOT) Order 5650.2, and Chapter 23, CFR 650A, impacts to floodplains from the proposed improvements have been considered. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 12091C0488H dated December 6, 2002, was reviewed to determine the FEMA identified base flood zones in the study area. The floodplain map, shown on **Figure C-1,** indicates that there are no designated floodways in the study area and the only flood zones are associated with Destin Harbor and Joes Bayou, both of which are beyond the limits of the proposed project. Therefore, there is no involvement with regulatory floodways and no work is being performed below the 100-year flood elevation. As a result, this project does not encroach upon the base floodplain.

Since floodplains will not be altered by the proposed project and since the project is located in an already developed area and the City of Destin has approved flood plain management procedures to minimize involvement with floodplains, it has been determined that the project will not support base floodplain development that is incompatible with existing floodplain management programs.

**FIGURE C-1**
**FLOODPLAIN LOCATIONS**



## C-6 Coastal Barrier Resources

**Substantial Impacts?**
No Involvement

Coastal barrier resources are land areas that have been designated to restrict federal assistance for most activities within the boundaries of coastal barrier units, except for Otherwise Protected Areas (OPA), which cannot receive federal flood insurance. The purpose of the federal legislation that established coastal barrier resource designations is: 1) to minimize loss of human life by discouraging development in high risk areas, 2) to reduce wasteful expenditure of federal resources, and 3) to protect natural resources associated with coastal barriers.

Therefore, in accordance with the Federal Coastal Barrier Resources Act of 1982 (CBRA), the Coastal Barrier Improvement Act of 1990 (CBIA), the Florida Coastal Zone Management Act, Part II, Chapter 380, F.S., and revisions to the Local Coastal Comprehensive Plan under Part II, Chapter 163, F.S., this project has been reviewed for involvement with designated coastal barrier resources. Within Destin, there is a designated CBRA unit located north of SR 30/US 98 up to and including some of Choctawhatchee Bay from Indian Bayou eastward to the Walton County line. South of SR 30/US there is a designated Otherwise Protected Areas (OPA) that extends south into the Gulf of Mexico and otherwise bounded by the boundaries of Henderson Beach State Park. From the eastern boundary of Henderson Beach State Park eastward to the Walton County line, the area south of SR 30/US 98, except for certain developed areas, is in the CBRA unit north of SR 30/US 98.

The proposed improvement is west, and well outside, of the designated coastal barrier resources. Since the proposed improvement from Azalea Drive at Benning Drive to Legion Drive at Beach Drive are not within a CBRA unit and they do not lead directly to a CBRA unit or an OPA, the coordination requirements of the CBRA do not apply.

## C-7 Protected Species and Habitat

**Substantial Impacts?**
No

This project has been evaluated for potential impacts to threatened and endangered species in accordance with Section 7(c) of the Endangered Species Act of 1973, as amended, and Rules 39- 25.002, 39-27.002, and 39-27.011 of the Wildlife Code of the State of Florida (Chapter 39, F.A.C.), and Part 2, Chapter 27 of the FDOT *PD&E Manual*.

Threatened and endangered (T&E) wildlife species and rare plant occurrences within the 6.8-acre footprint of the proposed ROW were qualitatively evaluated via desktop analyses and field surveys. Several sources of data and information were used to identify potential T&E listed species within the study area. These sources included FDOT, USFWS, FNAI, and the FFWCC. Specific information sources and databases utilized include the following:

- United States Fish and Wildlife Service (USFWS) Species List for Okaloosa County
- FNAI Element Occurrence (EO) Data
- FNAI EO Report dated July 27, 2015
- FFWCC Eagle Locator

- FFWCC Water Bird Colony Data
- USDA, NRCS, Soil Survey Geographic (SSURGO) database for Okaloosa County, Florida, June 1995
- http://SoilDataMart.nrcs.usda.gov/
- USFWS NWI Database
- USFWS Classification of Wetlands and Deepwater Habitats of the United States (1979)
- NWFWMD, FLUCFCS data (1995)
- Aerial photographs of the study area, circa 2010, 2013 and 2015
- United States Geological Survey (USGS) Topographic Quadrangle maps, 7.5 minute series

In addition, project biologists surveyed for additional species that could also occur within the study area based on their experience in conducting similar field studies throughout the Gulf Coast of Florida.

Of the 31 wildlife and plant species in the FNAI EO Report (see **Table C-2**), two plant species listed as threatened by the FDACS, Gulf coast lupine (*Lupinus westianus*) and large-leaved jointweed (*Polygonella macrphylla*), are documented to occur near the proposed study area. There are three listed species likely to occur within or near the study area and 25 additional listed species (seven wildlife and 18 plants) which have the potential to occur within or near the study area.

## TABLE C-2: FEDERAL AND STATE LISTED SPECIES THAT MAY OCCUR WITHIN OR NEAR THE PROJECT AREA

| Species | | Listing Status | Likelihood of Occurrence |
|---|---|---|---|
| **Mammals** | | | |
| *Peromyscus polionotus allophrys* | Choctawhatchee Beach Mouse | E, FE | Potential |
| **Fish** | | | |
| *Acipenser oxyrinchus desotoi** | Gulf Sturgeon | FT | Likely |
| **Reptiles and Amphibians** | | | |
| *Gopherus polyphemus* | Gopher tortoise | C, ST | Potential |
| *Drymarchon corais couperi* | Eastern Indigo Snake | FT, ST | Potential |
| *Chelonia mydas* | Green Sea Turtle | E, FE | Potential |
| *Dermochelys coriacae* | Leatherback Sea Turtle | E, FE | Potential |
| *Caretta caretta* | Loggerhead Sea Turtle | E, T, FT | Likely |
| **Birds** | | | |
| *Athene cunicularia floridana* | Florida burrowing owl | SSC | Potential |
| *Haliaeetus leucocephalus* | Bald Eagle | BGEPA, MBTA | Potential |
| *Sternula antillarium* | Least Tern | ST | Likely |
| *Rhynchops niger* | Black Skimmer | SSC | Potential |
| **Plants** | | | |
| *Asclepius viridula* | Southern milkweed | ST | Potential |
| *Calamovilfa curtissi* | Curtiss'sandgrass | ST | Potential |
| *Chrysopsis gossypina cruiseana* | Cruise's Goldenaster | SE | Potential |
| *Chrysopsis godfreyi* | Godfery's Goldenaster | SE | Potential |
| *Cladonia perforata* | Perforate reindeer lichen | FE, SE | Potential |
| *Euphorbia telephioides*** | Telephus spurge | FT, SE | Potential |
| *Hymenocallis henryae* | Panhandle spider lily | SE | Potential |
| *Linum westii* | West's flax | SE | Potential |
| *Litsea aestivalis* | Pondspice | SE | Potential |
| *Lupinus westianus* | Gulf coast lupine | ST | Documented |
| *Pinguicula primuliflora* | Primrose-flowered butterwort | SE | Potential |
| *Platanthera integra* | Yellow fringeless orchid | SE | Potential |
| *Polygonella macrophylla* | Large-leaved jointweed | ST | Documented |
| *Rhexia parviflora* | Small-flowered meadowbeauty | SE | Potential |
| *Rhexia salicifolia*** | Panhandle meadowbeauty | ST | Potential |
| *Ruellia noctiflora* | White-flowered wild petunia | SE | Potential |
| *Sarracenia leucophylla* | White top pitcher - plant | SE | Potential |
| *Tephrosia mohrii* | Pineland Hoary-pea | ST | Potential |
| *Xyris scabrifolia* | Harper's yellow-eyed grass | ST | Potential |

**Notes:**

*USFWS has designated the Gulf of Mexico, Choctawhatchee Bay, Choctawhatchee River and its tributaries as critical habitat for the Gulf sturgeon; no suitable habitat exists within alternative alignments.

**May warrant federal protection

FE - Federally Endangered
FT - Federally Threatened
MBTA - Migratory Bird Treaty Act
SE - State Endangered
ST - State Threatened
SSC - State Species of Special Concern
C – Candidate for Federal Listing
CE – Consideration Encouraged (USFWS)
BGEPA - Bald and Golden Eagle Protection Act
Observed - Observed during field reviews
Documented (FNAI) - Listed or rare species documented on or near study area within the last twenty years.
Documented/Historic (FNAI) - Listed or rare species documented, but not observed/reported in or near study area within the last twenty years.
Likely (FNAI) - Listed or rare species likely to occur on or near study area; based on suitable habitat and/or known occurrences in the vicinity.
Potential (FNAI) - Study area lies within the known or predicted range of the species listed.

Some plants and animals included in this list of 31 species were considered even though their potential to occur is unlikely, such as sea turtles which have very specific habitat requirements that are not present within the study area.

No listed wildlife and plant species were found within 300 feet of the alternatives. In a phone conversation on July 29, 2015, with Harold Mitchell (USFWS), the USFWS concurred with the effect findings for each species discussed below. No comments or concerns were raised by the USFWS for these species.

### *Eastern indigo snake*

Eastern indigo snake habitat is found within the study area. No specific surveys were conducted for this species during this study and no individuals were observed during surveys for other species and/or during wetlands evaluations. Given the lack of suitable gopher tortoise habitat within the study area and alternative alignments, it appears that the subject project will have no effect on the federally-threatened eastern indigo snake. In addition, Standard Protection Measures for the Eastern Indigo Snake will be adhered to and included in the approved construction plans.

### *Gopher tortoise*

No gopher tortoise burrows were located by project biologists proximal to alternative alignments nor were observed within the 300-foot buffer associated with alternative alignments. The potential for gopher tortoise exists within the sand pine (413) habitat. FFWCC guidance for gopher tortoise permitting and/or relocation will need to be addressed if gopher tortoise burrows are observed in the future. A survey is required prior to permitting, and again 90 days prior to construction. Standard FFWCC gopher tortoise permitting guidelines will be implemented during the design phase, (e.g., surveys within suitable habitat 90 days prior to construction). Given that permitting through FFWCC allows for relocating potentially affected gopher tortoises, it appears that this project will have no effect on the state-listed gopher tortoise.

### *Bald eagle*

The FFWCC bald eagle locator website and FNAI indicate that there is an active bald eagle nest approximately two (2) miles west of the study area. The proposed project may contain habitat suitable for bald eagles, however, no bald eagle nests were observed within or proximal to the preferred alternative during a field survey conducted in July 2014. The closest bald eagle nest to the study area is within Eglin Air Force Base property on Okaloosa Island (Nest OL006 - active 2014). Due to FWC nest #OL006 being well beyond the primary management zone (660 feet) established for bald eagle nests, it appears that the subject project will have no effect on the bald eagle. In the event a bald eagle constructs a nest along the project alignment prior to or during construction activities, National Bald Eagle Management Guidelines will be followed.

### *Plants*

As a part of assessing wetland resources and T&E species, a listed-plant survey was conducted in July 2014 across all alignments under consideration. No listed plant species were observed during this survey. Primary vegetative species within the study area and alternative alignments (including the preferred) are ruderal grasses within the open (vacant) land. However, the FNAI report concerning the study area (July 27, 2015) lists occurrences of Gulf coast lupine and large-leaved jointweed as being documented within a mile of the proposed study area. However, no habitat exists within the study area for these listed species; therefore, this project should have no effect on federal or state-listed plants.

The findings of the analysis of potential project involvement with Federally- and State-listed species has been documented in the *Destin Cross Town Connector Endangered Species Biological Assessment Report* which has been coordinated with the USFWS for review (**Appendix E**).

The Florida Fish and Wildlife Conservation Commission (FFWCC) have noted that the project is located within the City of Destin and recommended, due to the proximity of sea turtle nesting beaches, that the sea turtle friendly lighting be used along the roadway. Lighting proposed along this project will be consistent with requirements for sea turtles.

Based on the research and analysis conducted for the project, coordination with the USFWS and in accordance with Part 2, Chapter 27 of the *PD&E Manual*, an impact determination of "None" has been reached for Wildlife and Habitat.

## C-8 Essential Fish Habitat

**Substantial Impacts?**
No Involvement

On May 7, 2015, the National Marine Fisheries Service (NMFS), after conducting a site inspection of the project area, determined that the proposed project would not have direct or indirect impacts to NMFS trust resources (see **Appendix A**).

# ATTACHMENT D – PHYSICAL

## D-1 Noise

| Substantial Impact? |
| --- |
| No |

A noise study was conducted in accordance with Title 23 CFR Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (July 13, 2010), using methodology established in Part 2, Chapter 17 of the FDOT *PD&E Manual* (May 24, 2011). The study was performed to determine if any noise sensitive receptors would experience traffic noise levels that approach or exceed FHWA's Noise Abatement Criteria (NAC) resulting from the proposed improvements, and if noise abatement measures would be warranted at these sites.

Due to the relatively high ambient levels (primarily from airplanes) and low predicted noise levels from traffic, it was determined that traffic is not the dominant noise source. This is partially due to the project location falling within the limits of Aircraft Noise Zone D associated with the Destin Airport/Coleman Kelly Field. Aircraft Noise Zone D represents that portion of west Destin located within or above the "Maximum Mission F-35 Noise Contour" of 65 decibels. Because the dominant noise source is not from traffic, this is one of the rare cases where existing noise levels and predicted noise levels should be and have been added together to determine the noise levels associated with the 2042 Build Alternatives. If this is not done, the 2042 Build Alternatives noise level would show a decrease over the No Build Alternative, which would present a false scenario.

Predicted noise levels were determined for a total number of 36 noise sensitive receptor sites (listed in **Table D-1** and shown on **Figure D-1**) representing 92 noise sensitive sites. All of these sites are single and/or multi-family residences, classified as Activity Category B under the FHWA NAC.

Existing noise levels at the 36 representative sites ranged from 57.1 decibels [dB(A)] to 58.0 dB(A). Design year (2042) noise levels were predicted to range from 56.7 dB(A) to 64.5 dB(A), depending on the alternative. No noise sensitive sites would experience noise levels that would approach or exceed the applicable level [(66 dB(A)] of the NAC. Nor would any sites experience a substantial increase in noise levels [an increase of 15 dB(A)] over existing levels. Because none of the representative noise sensitive sites would experience noise levels that approach or exceed FHWA NAC or were a substantial increase over existing noise levels, noise abatement measures were not evaluated.

A land use review will be implemented again during the project's design phase to identify noise sensitive sites that have received a building permit after August 10, 2015, but prior to the date of public knowledge (i.e., date that the project's environmental document is approved). If the review identifies noise sensitive sites that have been permitted prior to the date of public knowledge, then the noise sensitive sites will be evaluated for traffic noise impacts and abatement considerations, if needed.

## TABLE D-1: PREDICTED NOISE LEVELS AT NOISE SENSITIVE RECEPTORS

| Receptor | 2015 Existing (dBA) | 2042 No-Build (dBA) | 2042 Alternative 1 Option A (dBA) | 2042 Alternative 1 Option B (dBA) | 2042 Alternative 1 Option C (dBA) | 2042 Alternative 2 Option A (dBA) | 2042 Alternative 2 Option B (dBA) | 2042 Alternative 2 Option C (dBA) | Site Considered for Abatement under any Build Alternative and Option |
|---|---|---|---|---|---|---|---|---|---|
| R1 | 57.1 | 57.1 | 58.7 | 58.7 | 58.7 | 60.6 | 60.6 | 60.6 | No |
| R2 | 57.1 | 57.1 | 62.5 | 62.5 | 62.5 | 63.7 | 63.7 | 63.7 | No |
| R3 | 57.1 | 57.1 | 58.2 | 58.2 | 58.2 | 59.2 | 59.2 | 59.2 | No |
| R4 | 57.1 | 57.1 | 57.6 | 57.6 | 57.6 | 58.1 | 58.1 | 58.1 | No |
| R5 | 57.1 | 57.1 | 63.9 | 63.9 | 63.9 | 64.5 | 64.5 | 64.5 | No |
| R6 | 57.1 | 57.1 | 58.1 | 58.1 | 58.1 | 58.4 | 58.4 | 58.4 | No |
| R7 | 58.0 | 58.0 | 58.5 | 58.5 | 58.5 | 58.7 | 58.7 | 58.7 | No |
| R8 | 58.0 | 58.0 | 58.4 | 58.4 | 58.4 | 58.6 | 58.6 | 58.6 | No |
| R9 | 58.0 | 58.0 | 58.4 | 58.4 | 58.4 | 58.6 | 58.6 | 58.6 | No |
| R10 | 58.0 | 58.0 | 62.8 | 62.8 | 62.8 | 62.5 | 62.5 | 62.5 | No |
| R11 | 58.0 | 58.0 | 60.3 | 60.3 | 60.3 | 60.2 | 60.2 | 60.2 | No |
| R12 | 58.0 | 58.0 | 58.8 | 58.8 | 58.8 | 58.9 | 58.9 | 58.9 | No |
| R13 | 58.0 | 58.0 | 59.1 | 59.1 | 59.1 | 59.2 | 59.2 | 59.2 | No |
| R14 | 58.0 | 58.0 | 60.6 | 60.6 | 60.6 | 60.6 | 60.6 | 60.6 | No |
| R15 | 58.0 | 58.0 | 61.7 | 61.7 | 61.7 | 61.9 | 61.9 | 61.9 | No |
| R16 | 58.0 | 58.0 | 61.0 | 61.0 | 61.0 | 61.6 | 61.6 | 61.6 | No |
| R17 | 58.0 | 58.0 | 59.9 | 59.9 | 59.9 | 60.2 | 60.2 | 60.2 | No |
| R18 | 58.0 | 58.0 | 58.7 | 58.7 | 58.7 | 58.9 | 58.9 | 58.9 | No |
| R19 | 58.0 | 58.0 | 59.3 | 59.3 | 59.3 | 60.8 | 60.8 | 60.8 | No |
| R20 | 58.0 | 58.0 | 60.6 | 60.6 | 60.6 | 62.2 | 62.2 | 62.2 | No |
| R21 | 58.0 | 58.0 | 58.7 | 58.7 | 58.7 | 59.2 | 59.2 | 59.2 | No |
| R22 | 58.0 | 58.0 | 59.0 | 59.0 | 59.0 | 59.5 | 59.5 | 59.5 | No |
| R23 | 58.0 | 58.0 | 59.7 | 59.7 | 59.7 | 60.4 | 60.4 | 60.4 | No |
| R24 | 58.0 | 58.0 | 59.3 | 59.3 | 59.3 | 60.0 | 60.0 | 60.0 | No |
| R25 | 58.0 | 58.0 | 58.5 | 58.5 | 58.5 | 58.8 | 58.8 | 58.8 | No |
| R26 | 57.1 | 57.1 | 57.8 | 57.8 | 57.8 | 58.2 | 58.2 | 58.2 | No |
| R27 | 57.1 | 57.1 | 57.9 | 57.9 | 57.9 | 58.3 | 58.3 | 58.3 | No |
| R28 | 57.1 | 57.1 | 57.8 | 57.8 | 57.8 | 58.1 | 58.1 | 58.1 | No |
| R29 | 57.1 | 57.1 | 57.7 | 57.7 | 57.7 | 58.1 | 58.1 | 58.1 | No |
| R30 | 57.1 | 57.1 | 57.6 | 57.6 | 57.6 | 57.9 | 57.9 | 57.9 | No |
| R31 | 57.1 | 57.1 | 57.5 | 57.5 | 57.5 | 57.9 | 57.9 | 57.9 | No |
| R32 | 57.1 | 57.1 | 57.4 | 57.4 | 57.4 | 57.7 | 57.7 | 57.7 | No |
| R33 | 57.1 | 57.1 | 57.4 | 57.4 | 57.4 | 57.7 | 57.7 | 57.7 | No |
| R34 | 57.1 | 57.1 | 57.8 | 57.8 | 57.8 | 58.4 | 58.4 | 58.4 | No |
| R35 | 57.1 | 57.1 | 58.8 | 58.8 | 58.8 | 56.7 | 56.7 | 56.7 | No |
| R36 | 57.1 | 57.1 | 58.4 | 59.4 | 59.4 | 60.6 | 60.6 | 60.6 | No |

# FIGURE D-1
# NOISE RECEPTOR LOCATIONS

Noise and vibration effects may result from heavy equipment movement and construction activities. Construction noise and vibration sensitive sites adjacent to the project include: schools, churches, eye centers, medical centers, and residences. For these sensitive sites the application of the FDOT *Standard Specifications for Road and Bridge Construction* will minimize or eliminate most potential construction noise and vibration impacts. However, should unanticipated noise or vibration issues arise during the construction process, the Project Engineer, in concert with the Contractor, will investigate additional methods of controlling these impacts.

For more information concerning the analysis conducted during the PD&E study, please refer to the *Destin Cross Town Connector Noise Study Report*.

## D-2 Air Quality

**Substantial Impacts?**
No

In accordance with the Clean Air Act Amendments of 1990, an air quality impact analysis was conducted for this project utilizing the FDOT CO Florida 2012 screening test. The No Build and Build Alternatives were screened at the worst-case scenario intersection [Beach Drive at Legion Drive] and both conditions passed the screening test, as none of the predicted concentrations exceeded the Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) of 35 parts per million (ppm) for a 1-hour averaging time and a 9 ppm for an 8-hour averaging time (see **Table D-2**).

**TABLE D-2: COFLORIDA 2012 SCREENING TEST RESULTS**

| CONDITION AND LOCATION | CO STANDARD | | OPENING YEAR | | DESIGN YEAR | |
|---|---|---|---|---|---|---|
| | 1-HR CO (ppm) | 8-HR CO (ppm) | 1-HR CO (ppm) | 8-HR CO (ppm) | 1-HR CO (ppm) | 8-HR CO (ppm) |
| No Build Condition at Beach Drive/ Legion Drive | 35 | 9 | 5.6 | 3.4 | 5.6 | 3.4 |
| Build Condition at Beach Drive/ Legion Drive | 35 | 9 | 5.4 | 3.2 | 5.4 | 3.2 |

This project is in an area which has been designated as attainment for all the NAAQS under the criteria provided in the Clean Air Act Amendments of 1990. Therefore, the Clean Air Act conformity requirements do not apply to this project. However, the City of Destin is aware of the proposed USEPA rule change. The potential for air quality impacts under the revised rules will be reevaluated during design once the rule changes are finalized and Okaloosa County has established air quality standards.

The air quality effect of highway construction activities will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with FDOT's *Standard Specifications for Road and Bridge Construction*.

## D-3 Contamination

**Substantial Impacts?**
No Involvement

A contamination screening evaluation was conducted for the proposed project in accordance with Part 2, Chapter 22 of the FDOT *PD&E Manual*. The purpose of the analysis was to identify potential contamination sites within and/or adjacent to the proposed alignment and assess the risk of the project having involvement with contamination. The results of the Level 1 screening evaluation have been documented in the *Destin Cross Town Connector Contamination Screening Evaluation Report (CSER)*.

Federal and State environmental databases were reviewed to identify any facility that handles, stores, or treats hazardous materials or petroleum products or may have had a discharge of hazardous or petroleum materials in the past. Following the identification of one Resource Conservation and Recovery Act regulated facility (Time Saver 10 Minute Oil & Lube Center) and one solid waste facility (Destin Hurricane Debris Staging Area) from the regulatory databases and review of land use maps and historical photographs, a site reconnaissance and limited investigation of the properties on or immediately adjacent to the project corridor was conducted. The field review revealed two sites (NAPA Auto Parts and O'Reilly Auto Parts) that sell products containing regulated or hazardous substances as present within the study area. **Figure D-2** shows the locations of the potential contamination sites in relation to the project.

Each site was evaluated for the risk of encountering contamination. The rating system involved an assessment of the type of contamination, the severity of contamination, and the proximity of the potential contamination source to the project limits. Each site was assigned one of the following ranks (from lowest to highest risk) "No", "Low", "Medium", "High" (for an explanation of these ratings, please see the *CSER*).

The City of Destin's Hurricane Debris Staging Area was assigned a "No" rating because, to date, no debris has been stored onsite and the City has acquired a new site for that purpose. The Time Saver 10 Minute Oil & Lube site was rated as "Low", meaning the site has a hazardous waste identification number or deals with hazardous materials, but there is no reason to believe there would be any involvement with contamination in relation to the project. Both of the auto parts stores were also rated as "No" risk of contamination since there is no evidence that contamination is present on either site. Since no potential contamination sites were rated as "Medium" or "High", no additional contamination assessment activities are recommended for these sites.

The Build Alternatives were evaluated for the potential for involvement with contamination at these locations. The Time Saver 10 Minute Oil & Lube Center is located more than 500-feet from the project right-of-way. Therefore, the project would have no involvement with contamination from this site.

## FIGURE D-2
## POTENTIAL CONTAMINATION SITES LOCATION MAP

The City of Destin's Hurricane Debris Staging Area, while located within the proposed project's alignment, was assigned a "No" risk rating because, to date, the site has not been used for the temporary storage of disaster debris. Therefore, it has been concluded that the project has no risk for involvement with known contamination. **Table D-3** summarizes the pertinent information about the sites identified in the contamination screening evaluation. More information on the sites and the contamination screening evaluation process and the results is contained in the CSER.

**TABLE D-3: POTENTIAL CONTAMINATION SITES IN STUDY AREA**

| MAP ID NUMBER | FACILITY NAME AND ADDRESS | EPA or FDEP FACILITY ID # | FACILITY TYPE | STORAGE TANKS PRESENT | CONTAMINATION/ CLEAN-UP STATUS | FACILITY STATUS | RISK RATING |
|---|---|---|---|---|---|---|---|
| 1 | Time Saver 10 Minute Oil<br>530 Mountain Drive<br>Destin, FL 32541 | FLR000167536 | CESQG | No | In compliance | Open | Low |
| 2 | NAPA Auto Parts<br>519 Mountain Drive<br>Destin, FL 32541 | | Retail Store | No | N/A | Open | No |
| 3 | O'Reilly Auto Parts<br>(formerly Destin Auto Service)<br>602 Mountain Drive<br>Destin, FL 32541 | 141850<br>(70930) | Retail Store | No | N/A | Closed | No |
| 4 | City of Destin<br>209 Beach Drive<br>Destin, FL 32541 | 100664 | Hurricane Debris Staging | No | In compliance | Active | No |

## D-4 Utilities and Railroads

**Substantial Impacts?**
No

Seven utility providers have been identified as having utilities within the project area. **Table D-4** provides a list of the utility providers obtained from that coordination.

**TABLE D-4: UTILITY PROVIDERS**

| UTILITY TYPE | UTILITY PROVIDER | CONTACT | CONTACT NUMBER | EMAIL ADDRESS |
|---|---|---|---|---|
| Phone & Fiber Optic | CenturyLink | Bobby Wiedeman | 850-664-3446 | bobby.h.weideman@centurylink.com |
| Water/Sewer Reuse Lines | Destin Water Users, Inc. | Monica Autrey | 850-837-6146 | mautrey@dwuinc.com |
| CATV-Fiber Optic | Cox Southeast | Roger Dixon | 850-314-8163 | roger.dixon@cox.com |
| Electric | Gulf Power - Destin | Chad Swails | 850-429-2446 | ceswails@southernco.com |
| Traffic Signalization | Okaloosa County Traffic Signals | Al Poudrier | 850-651-7295 | apoudrier@co.okaloosa.fl.us |
| Gas | Okaloosa Gas District | Essa Rhebi | 850-729-4870 | essarhebi@okaloosagas.com |
| Telephone | AT&T Florida | Steve Kennington | 850-623-3811 | sk1674@att.com |

In accordance with Part 2, Chapter 10 of the *PD&E Manual*, the utility providers have been notified of the proposed improvements and were provided preliminary plans on which they were asked to identify the location of their utilities within the project area.

Most of the utilities are located within the existing ROW of Azalea Drive, Benning Drive, Legion Drive, Beach Drive, and along Sandalwood Drive will need to be relocated with any of the proposed improvements. The extent of involvement with the utilities will depend on the alternative/option selected. Coordination with the utility providers will continue in the design phase to ensure that there is minimal interruption in the delivery of utility services during construction.

No railroads are located within the project area.

## D-5 Construction

| Substantial Impacts? |
| --- |
| No |

Construction activities for the project may have short-term air, noise, vibration, water quality, traffic flow, and visual effects for those residents and travelers within the immediate vicinity of the project.

Effects on air quality will be temporary and will primarily be in the form of emissions from diesel-powered construction equipment and dust from embankment and haul road areas. Air pollution associated with the creation of airborne particles will be effectively controlled through watering or the application of other controlled materials in accordance with BMP.

Noise and vibration effects could result from the heavy equipment movement and construction activities such as pile driving and vibratory compaction of embankments. Noise control measures will include those contained in FDOT's *Standard Specifications for Road and Bridge Construction*. Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required, where applicable.

Water quality effects resulting from erosion and sedimentation during construction will be controlled in accordance with the City of Destin's *Construction Stormwater Pollution Prevention Plan* and through the use of BMP.

Maintenance of traffic and sequence of construction will be planned and scheduled so as to minimize traffic delays throughout the project. Signs will be used, as appropriate, to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings, and other construction-related activities, which could excessively inconvenience the community so that motorists, residents, and business persons will be able to plan travel routes in advance.

A sign providing the name, address, and telephone number of a City representative will be displayed on-site to assist the public in obtaining immediate answers to questions and for logging complaints about project activity.

Access to all businesses and residences will be maintained to the extent practical through controlled construction scheduling. Traffic delays will be controlled to the extent possible where many construction operations are in progress at the same time.

For the residents living adjacent to the proposed project, some of the materials stored for the project may be displeasing visually; however, this is a temporary condition and should pose no substantial problem in the short term.

Construction of the roadway may require excavation of unsuitable material (muck), placement of embankments, and use of materials, such as limerock, asphaltic concrete, and Portland cement concrete. Demucking is not anticipated since there are no wetland sites. The removal of structures and debris will be in accordance with local and State regulatory agencies permitting this operation. The contractor is responsible for his methods of controlling pollution on haul roads, in borrow pits, other materials pits, and areas used for disposal of waste materials from the project. Temporary erosion control features will consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms.

## D-6 Bicycles and Pedestrians

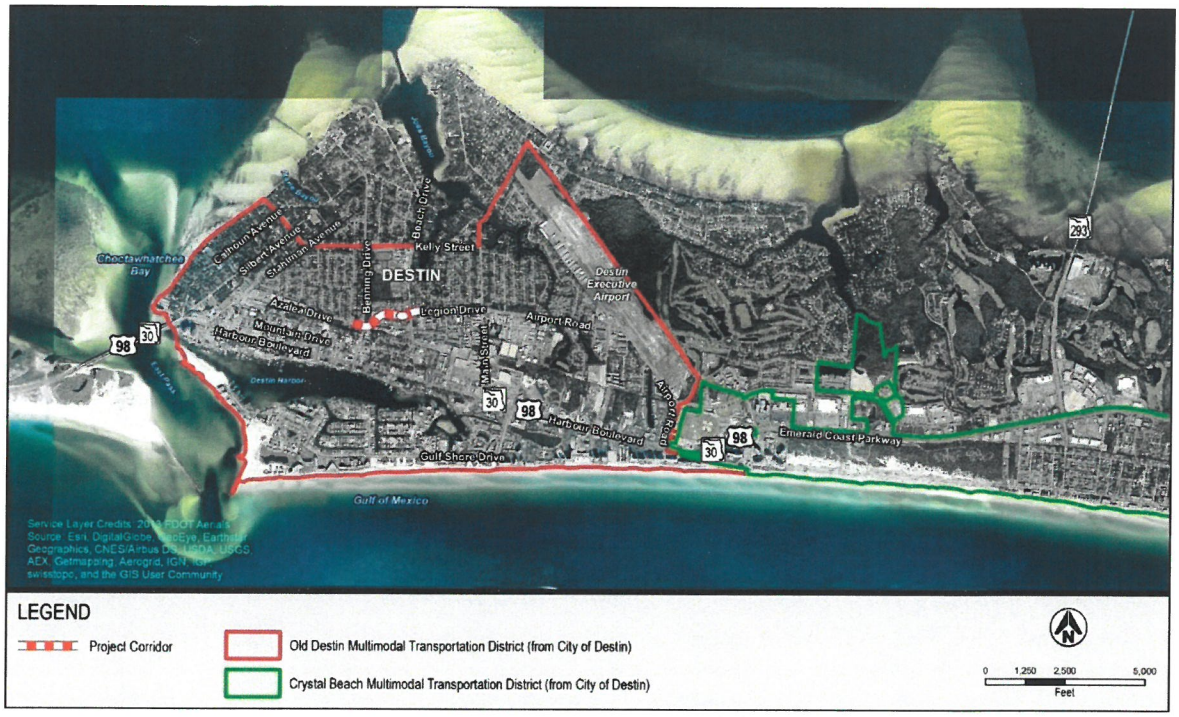
**Substantial Impacts?**
Enhanced

The proposed project is located within Destin's Multimodal Transportation District (MMTD) (**Figure D-3**) which was established, among other reasons, to support transportation options by planning for and implementing improvements to the City's bicycle and pedestrian network.

The bicycle/pedestrian network is incomplete in the study area. While Benning Drive has bicycle lanes on both sides of the road, there are no bike lanes on Azalea Drive, although a sidewalk is present on the north side of the road from Snapper Drive west. Nor are there bike lanes on either Legion Drive or Beach Drive, although both roads have sidewalks.

The City's 2000 Pathways Master Plan, updated in 2009, documents the existing facilities, and identifies and prioritizes improvements to the bicycle and pedestrian system. The plan identifies both a sidewalk and bike lanes across the City-owned property proposed for the Destin Cross Town Connector. Map 2-2 in the Transportation Element of the *City of Destin Comprehensive Plan* identifies needed bicycle/pedestrian improvements, including: Beach Drive as a bicycle priority and sidewalk improvements and a priority bicycle lane along the proposed project alignment.

## FIGURE D-3
## DESTIN MULTI-MODAL TRANSPORTATION DISTRICT




In compliance with 23 USC 109(n), full consideration of bicycle alternatives has been considered in the development of the proposed project. The Build Alternatives will improve safety for bicyclists and pedestrians, as they will provide five-foot dedicated bicycle lanes and ten-foot sidewalks (in both directions). The bicycle facilities will be designed in accordance with the *Florida Bicycle Facilities Planning and Design Handbook* and the American Association of State Highway and Transportation Officials (AASHTO) Standards. Additionally, pedestrian crossings will be provided at the intersection of Azalea Drive and Benning Drive and at the intersection of Legion Drive with Beach Drive.

## D-7 Navigation

**Substantial Impact?**
No Involvement

The proposed project does not cross any navigable waterways; therefore, coordination with the US Coast Guard regarding this project is not required.

# LIST OF TECHNICAL REPORTS AND MEMORANDA COMPLETED FOR THIS PROJECT

*Destin Cross Town Connector Preliminary Engineering Report*

*Destin Cross Town Connector Contamination Screening Evaluation Report*

*Destin Cross Town Connector Endangered Species Biological Assessment*

*Destin Cross Town Connector Noise Study Report*

*Destin Cross Town Connector Traffic Analysis Report*

*Destin Cross Town Connector Conceptual Stage Relocation Plan*

*Destin Cross Town Connector Public Involvement Summary Report*

*Cultural Resource Assessment Survey, Destin Cross Town Connector Project (by others)*

*Cultural Resources Technical Memorandum, Destin Cross Town Connector Project*

*Wetland Technical Memorandum, Destin Cross Town Connector*

*Air Quality Technical Memorandum, Destin Cross Town Connector*

**Cross Town Connector**
**Preliminary Project Schedule**

| Schedule item | Duration (days) | Cumulative Duration (days) |
|---|---|---|
| EIR Reevaluation | 240 | |
| WMD Permitting | 30 | |
| Construction RFQ development/approval | 45 | |
| RFQ advertisement | 30 | 345 |
| Bid review and award | 45 | |
| Utility relocation prior to construction | 45 | |
| Material lead time (pre NTP) | 120 | 555 |
| NTP + Construction Duration | 435 | |
| Project Closeout | 30 | 1,020 |

# INTERLOCAL AGREEMENT FOR CREATION OF THE NORTHWEST FLORIDA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

THIS REVISED AND RESTATED INTERLOCAL AGREEMENT is made and entered into this 21st day of September, 2005, by and between the FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION , and the OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION, and supercedes all previous agreements.

RECITALS:

WHEREAS, Census 2000 shows that the Fort Walton Beach Urbanized Area is no longer just contiguous to the Pensacola Urbanized Area, but extends across the Okaloosa-Santa Rosa County Line to Navarre; and

WHEREAS, federal and state transportation agencies have placed an emphasis on regional transportation planning to develop regional transportation solutions, and this emphasis is demonstrated most strongly in the 2003 Florida Legislature's direction to the Florida Transportation Commission to study the nature and extent of regional transportation planning efforts by and among Florida's twenty-six metropolitan planning organizations and creation of the Transportation Regional Incentive Program during the 2005 Session; and

WHEREAS, in February 2003, the Florida Department of Transportation, acting on behalf of the Governor, communicated to the Florida-Alabama TPO (formerly known as the Pensacola MPO) and Okaloosa-Walton TPO the need to either consolidate as one metropolitan planning organization or develop a consultative process to incorporate institutional and process improvements to address regional transportation issues at the metropolitan planning organization level; and

WHEREAS, by June 26, 2003, the Florida-Alabama TPO and Okaloosa-Walton TPO responded to the Department with a commitment to enter into an interlocal agreement for purposes of coordinating long range transportation plans, establishing regional transportation priorities, and developing an enhanced regional public involvement process, and

WHEREAS, the 2003 Legislature modified Paragraph 339.175 (5) (i) (2), Florida Statutes, authorizing contiguous metropolitan planning organizations and individual political

subdivisions to enter into agreements to coordinate activities or to achieve any federal or state transportation planning goals or purposes; and

WHEREAS, the parties of this Interlocal Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning process to assure that highway facilities, mass transit, rail systems, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development; and

WHEREAS, the undersigned parties have determined that this Agreement satisfies the requirements of and is consistent with Section 339.175 (5) (i) (2), , Florida Statutes; and

WHEREAS, the Transportation Regional Incentive Program created by 339.2819, Florida Statutes, requires that the entity that is creating the regional transportation plan be identified and that the boundaries of the regional transportation area be delineated; and

WHEREAS, the interlocal agreement must be consistent with statutory requirements set forth in Section 163.01, Florida Statutes, relating to interlocal agreements; and

WHEREAS, the undersigned parties have determined that this Agreement is consistent with the requirements of Section 163.01, Florida Statutes.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

## ARTICLE 1
## TITLE; RECITALS; DEFINITIONS

Section 1.01. This Interlocal Agreement shall be known and may be cited as the "Northwest Florida Regional Transportation Planning Organization Agreement."

Section 1.02. Recitals. Each and all of the foregoing recitals be and the same hereby incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to

invalidate this Agreement.

Section 1.03. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

(a) "Agreement" means and refers to this instrument, as amended from time to time, entered into according to provisions of part I, Chapter 163, Florida Statutes.

(b) "Department" shall mean and refer to the Florida Department of Transportation, an agency of the State of Florida created pursuant to Section 20.23, Florida Statutes.

(c) "Long Range Transportation Plan" is the 20-year plan of each local metropolitan planning organization which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation enhancement activities; and in ozone/carbon monoxide non-attainment areas is coordinated with the State Implementation Plan; all as required by 23 USC Section 134(g), 23 CFR Section 450.322, Section 339.175(6), Florida Statutes.

(d) "Member" means the Florida-Alabama Transportation Planning Organization (FL-ALTPO), formerly called the Pensacola MPO, or the Okaloosa-Walton Transportation Planning Organization (O-WTPO).

(e) "Metropolitan Planning Area" means and refers to the planning area as delineated by each TPO for the urbanized area containing at least a population of 50,000 as described in 23 USC Section 134(b)(1), 49 USC Section 5303(c)(1), and Section 339.175, Florida Statutes, which shall be subject to the TPO.

(f) "Organization" means the body politic and corporate created pursuant to this Agreement.

(g) "Regional Transportation Area" means the boundaries of the area to be covered by the regional transportation plan and list of project priorities created pursuant to the

Transportation Regional Incentive Program. The boundaries of the regional transportation area are defined as follows: the entirety of, Escambia, Okaloosa, Santa Rosa, and Walton Counties, Florida.

(h) "Regional Transportation Priorities" are those priorities for transportation projects, which are located in or affect transportation in more than one county.

(i) "Representative" means an elected official who serves on the governing board of the Northwest Florida Regional Transportation Planning Organization.

(j) "TPO" means the individual, local metropolitan planning organizations, Florida-Alabama TPO, and Okaloosa-Walton TPO,; formed pursuant to Section 339.175, Florida Statutes, for each respective designated urbanized area.

(k) "Transportation Priorities" means those transportation projects selected annually by each metropolitan planning organization, written in order of priority for implementation, and submitted to the Florida Department of Transportation for use in developing the Department's Work Program.

(l) "Transportation Regional Incentive Program" means a program established under Section 339.2819, Florida Statutes that provides matching funds from the Florida Department of Transportation for regionally significant projects identified in a regional transportation plan and list of project priorities.

## ARTICLE 2
## PURPOSE

Section 2.01. General Purpose. The purpose of this Agreement is to establish a regional transportation planning organization and partnership by an interlocal agreement, which complies with the 2003 amendment of Paragraph 339.175 (5)(i)(2), Florida Statutes, and Section 339.2819, Florida Statutes.

(a) To establish a forum for a coordinated and cooperative regional transportation planning process for Escambia, Santa Rosa, Okaloosa, and Walton Counties; to

implement the Agreement through coordination of long range transportation plans, project priorities, and planning policies; and to begin developing alternatives for a solution to congestion and safety problems on US 98, a regionally-significant arterial roadway;

(b) To identify regional transportation projects which improve mobility across county and metropolitan planning area boundaries and, in cooperation with the Department of Transportation, to seek funding for those projects;

(c) Through cooperation with the individual, local metropolitan planning organizations, to develop and adopt regional transportation priorities for regional transportation projects.

(d) To develop a regional transportation plan and list of project priorities for the purpose of soliciting funds from the Transportation Regional Incentive Program.

## ARTICLE 3
## ORGANIZATION AND CREATION

Section 3.01. Establishment of Organization. The Organization is hereby created and established pursuant to this Agreement to carry out the purposes and functions set forth in Article 2. The legal name of this Organization shall be the Northwest Florida Regional Transportation Planning Organization.

Section 3.02. Organization to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty, or responsibility hereunder, or to observe, assume, or carry out any of the provisions of this Agreement, the Organization will, to the extent of its legal capacity, comply with all applicable laws and requirements.

Section 3.03. Governing board to act as policy-making body of Organization. The governing board established pursuant to Section 4.01 of this Agreement shall be the policy-making body that is the forum for cooperative decision-making and will be taking the required approval action as the Organization.

Section 3.04. Submission of proceedings; Contracts and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, Florida Statutes, the parties shall submit to each other such data, reports, records, contracts, and other documents relating to its performance as an Organization as is requested. Charges to be in accordance with Chapter 119, Florida Statutes.

Section 3.05. Rights of review. All parties to this Agreement, and the affected Federal and state agencies (i.e., FHWA, FTA, and FDOT) shall have the rights of technical review and comment on Organization projects.

## ARTICLE 4
## COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

Section 4.01. Composition and membership of governing board.

(a) The governing body of the Organization shall consist of sixteen (16) representatives. The representation of members shall be distributed as follows: eight representatives appointed by the Florida-Alabama Transportation Planning Organization, distributed as four from Escambia County and four from Santa Rosa County; and eight representatives appointed by the Okaloosa-Walton Transportation Planning Organization, distributed as four from Okaloosa County and four from Walton County. The representatives from each county may include county and municipal elected officials. Representatives shall hold elected office and be a current member, or alternate, of the TPO. All representatives shall have voting privileges. Any Member may remove and replace the representative(s) it appointed at any time, with or without cause. Representatives of the Organization may be removed from office by the Governor for misconduct, malfeasance, misfeasance, or nonfeasance in office.

(b) At the first meeting of each calendar year, the governing body of the Organization shall elect one of its representatives as chair of the Organization who will preside over meetings, and another representative as vice chair to perform duties of the chair in his absence. The chair and vice chair shall hold offices for one-year terms, and may be eligible for reelection to successive terms. Any officer may be removed from office, with or without cause, upon majority vote of the governing body of the Organization at any duly scheduled meeting. No such removal from office of the Organization shall have the effect of removing such person as a representative; rather only the member that appointed the representative shall have such

authority.

(c) Nine representatives shall constitute a quorum and the vote of nine representatives shall be necessary for any action taken by the Organization. No vacancy in the Organization shall impair the right of a quorum of the Organization to exercise all the rights and perform all of the duties of the Organization.

(d) Each Member shall appoint an alternate for each representative on the governing body. Alternates shall be elected officials serving the same general-purpose local government as the representative and the alternate shall be eligible to vote when the representative is absent from meetings.

(e) The non-voting representatives shall include the District Secretary, or designee, of the Florida Department of Transportation's Third District and the Chairman, or designee, of the Eglin Air force Base Encroachment Committee.

Section 4.02. Terms. Notwithstanding the representation provisions of Section 4.01(a), the term of office of representatives of the Organization shall be four (4) years. The representation by a representative who is a public official automatically terminates upon said official leaving the elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the governmental entity represented by the representative. A vacancy shall be filled by the original appointing entity. A representative may be appointed for one or more additional four (4) year terms.

## ARTICLE 5
## AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

Section 5.01. General authority. The Organization shall have all authorities, powers and duties, enjoy all rights, privileges, and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative, and comprehensive regional transportation planning process.

Section 5.02. Specific authority and powers. The Organization shall have the following powers and authority:

(a) As provided in Section 163.01(14), Florida Statutes, the Organization may enter into contracts for the performance of service functions of public agencies;

(b) As provided in Section 163.01(5)(j), Florida Statutes, the Organization may acquire, own, operate, maintain, sell, or lease real and personal property;

(c) As provided in Section 163.01(5)(m), Florida Statutes, the Organization may accept funds, grants, assistance, gifts or bequests from local, State, and Federal resources;

(d) The Organization may promulgate rules to effectuate its powers, responsibilities, and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable local and state laws, rules and regulations; and

(e) The Organization shall have such powers and authority as specifically provided in Sections 163.01 and 339.175, Florida Statutes, and as may otherwise be provided by federal or state law.

Section 5.03. Duties and responsibilities. The Organization shall have the following duties and responsibilities:

(a) The Organization shall prepare and approve a regional transportation plan;

(b) The Organization shall prepare and approve regional transportation policies and priorities;

(c) Preparation of the regional transportation plan, policies, and priorities shall be an interactive process among the Organization, and each of the TPOs, with the Organization drafting the regional plan, policies, and priorities for tentative endorsement; forwarding the plans to the TPOs for approval; and upon receipt of TPO approval, the Organization shall issue final adoption;

(d) All parties to this Agreement shall participate in this planning process, and share information and data requested by the Organization in order to accomplish the mutual goals of the Organization;

(e) During the process of developing regional plans, policies, and priorities, the Organization may consult the members of the TPO Technical Coordinating Committees and Citizens' Advisory Committees, for it is not the intent of the Organization to create additional advisory committees;

(f) The Organization shall establish a budget which shall operate on a fiscal year basis consistent with any requirements of the *Unified Planning Work Program* and the budget shall be included in the respective *Unified Planning Work Program* of each TPO;

(g) In cooperation with the Department, prepare a plan to implement the approved regional transportation priorities;

(h) Adopt operating rules and procedures.

## ARTICLE 6
## STAFF TO THE ORGANIZATION

Section 6.01. Staff. Based on the approval of each TPO, the Organization will retain the Transportation Division of the West Florida Regional Planning Council, which currently provides staff services to both TPOs, as the designated staff of the Organization.

## ARTICLE 7
## FUNDING AND RECORD-KEEPING

Section 7.01. Funding. The Organization shall be funded in the following manner.

(a) Administrative Expenses - The Florida-Alabama TPO and Okaloosa-Walton TPO shall equally share the cost of basic administration of the Organization by identifying a task in each respective, annual *Unified Planning Work Program*, to be funded with Federal PL (transportation planning) funds. Administrative expenses shall include: writing of agendas and minutes; preparing for meetings; providing staff support of meetings; arranging for consultants and speakers to attend meetings, as called for in agendas; and keeping timesheets and other records to account for time and expenses.

(b) Additional Planning Activity Expenses - Studies and projects undertaken by the Organization, which are in addition to basic administration, shall be funded with state and federal funds.

Section 7.02. Record-keeping and document retention. The Organization shall prepare and retain all records in accordance with the federal and state requirements, including but not limited to 23 CFR Part 420, Subpart A, 49 CFR Part 18d, Subpart C, 49 CFR Section 18.42, and Chapter 119, Florida Statutes. Records of the Organization shall be retained by the West Florida Regional Planning Council.

## ARTICLE 8
## DISPUTE RESOLUTION

Section 8.01 Dispute resolution. The Organization shall use the following procedures to resolve disagreements regarding interpretation of this Agreement, disputes relating to the operation of the Organization, or disagreements regarding approval of the regional transportation plan, policies, and priorities:

(a) Internal resolution – appoint a committee with representatives of all four counties, which may include members of each TPO Technical Coordinating Committee, to seek a resolution; and

(b) Implement the Conflict Mediation Procedure established by the West Florida Regional Planning Council, as set forth in Rule 29A-3, Florida Administrative Code

## ARTICLE 9
## MISCELLANEOUS PROVISIONS

Section 9.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in

which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 9.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Agreement.

Section 9.03. Duration; withdrawal procedure.

(a) Duration. This Agreement shall remain in effect until terminated by the parties to this Agreement; provided.

(b) Withdrawal procedure. Either member may withdraw from this Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Agreement, giving recognition that withdrawal by either member terminates the Agreement and dissolves the Organization.

Section 9.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Required notices shall be addressed as follows:

Chairman
Florida-Alabama Transportation Planning Organization
P.O. Box 9759
Pensacola, FL 32513-9759

Chairman
Okaloosa-Walton Transportation Planning Organization
P.O. Box 9759
Pensacola, FL 32513-9759

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 9.05. Interpretation.

(a) Drafters of Agreement. The members of each TPO were represented by or afforded the opportunity for representation by legal counsel and participated in the drafting of this Agreement and in choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.

(b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

(c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:

(1) The singular of any word or term includes the plural;

(2) The masculine gender includes the feminine gender; and

(3) The word "shall" is mandatory, and "may" is permissive.

Section 9.06. Enforcement by parties hereto. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.

Section 9.07. Agreement execution; Use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 9.08. Effective date; Cost of recordation.

(a) Effective date. This Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court for each county in which a party hereto is located.

(b) Recordation. The TPOs hereby agree to pay for any costs of recordation or filing of this Agreement in the Office of the Circuit Court for each respective county in which a party is hereto located. The recorded or filed original hereof, or any amendment, shall be returned to the Organization for filing in its records.

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

Signed, Sealed and Delivered in the presence of:

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: Gordon A. Goodin
for J.D. Smith, Chairman

(Seal)

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

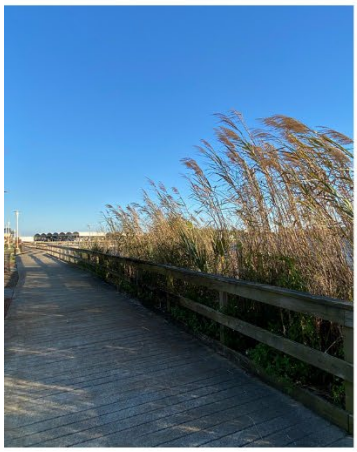
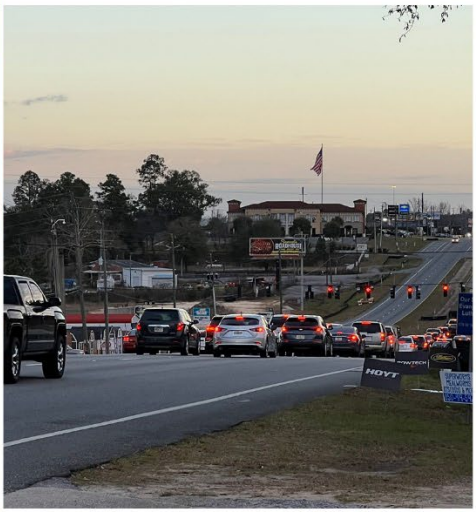
BY: Elaine Tucker
Elaine Tucker, Chairman

(Seal)

ATTEST:

BY:
Michael W. Zeigler, Director
Transportation Planning

DATE: September 21, 2005

# 2045 OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

EMERALD COAST REGIONAL COUNCIL

## Long Range Transportation Plan Update
## December 2021 (Published March 2022)

Okaloosa-Walton Transportation Planning Organization

Florida Department of Transportation (FDOT), District Three

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

Prepared by:

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

# 2045

# Okaloosa-Walton

# Transportation Planning Organization

# LONG RANGE TRANSPORTATION PLAN UPDATE

Okaloosa-Walton Transportation Planning Organization (TPO),
and the
Florida Department of Transportation (FDOT), District Three

Prepared by
Emerald Coast Regional Council (ECRC)
Staff to the Okaloosa-Walton TPO and
HDR Engineering
General Planning Consultant (GPC)

**Adopted: December 9, 2021**
**(Originally Published: March 2022)**

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# Supporting Documents

The following technical reports and supporting documents are available from the Emerald Coast Regional Council developed in support of this Long Range Transportation Plan:

- Scope of Services
- Public Participation Plan
- Goals and Objectives
- Financial Resources
- Evaluation Criteria
- Congestion Management Process Plan
- Needs Plan
- Cost Feasible Plan
- Systems Performance Report

# Abbreviations

**A**
AADT - Annual Average Daily Traffic
ACES - Automated, Connected, Electric, and Shared-Use Vehicles
ACS – American Community Survey
ADA – Americans with Disabilities Act
AFB – Air Force Base
ATMS – Advanced Traffic Management System
AV – Automated Vehicle

**B**
BCC – Board of County Commissioners
BEBR - Bureau of Economic and Business Research

**C**
3-C – Continuing, Comprehensive and Cooperative
CAAGR – Compound Average Annual Growth Rate
CAC – Citizens Advisory Committee
CAV – Connected and Automated Vehicles
CFR – Code of Federal Regulations
CMP – Congestion Management Process
CR – County Road
CST – Construction
CEI – Construction Engineering Inspection
CTC - Community Transportation Coordinator
CTD – Commission for the Transportation Disadvantaged
CV – Connected Vehicle

**D**
DB or DSB – Design - Build

DCFC – Direct Current Fast Charging
DOT – Department of Transportation

**E**
E-C – Emerald Coast
EC Rider - Emerald Coast Rider
ECRC – Emerald Coast Regional Council
EJ – Environmental Justice
EST – Environmental Screening Tool
ETAT – Environmental Technical Advisory Team
ETDM – Efficient Transportation Decision Making
ENV – Environmental
EV – Electric Vehicle

**F**
FAST Act – Fixing America's Surface Transportation Act
FDACS – FL Department of Agriculture and Consumer Services
FDEM – Florida Department of Emergency Management
FDEP – FL Department of Environmental Protection
FDOT – FL Department of Transportation
FEVR – Florida Electric Vehicle Roadmap
FGTS - Florida Greenways and Trails System
FHWA – Federal Highway Administration
FL – Florida
FTA – Federal Transit Administration
FTP – FL Transportation Plan
FY – Fiscal Year

**G**
GIS - Geographic Information System

**H**
HOV – High Occupancy Vehicle
HSIP – Highway Safety Improvement Program
HSMV - Highway Safety and Motor Vehicles

**I**
ITS – Intelligent Transportation System

**L**
LOS – Level of Service
LRTP – Long-Range Transportation Plan

**M**
MaaS – Mobility as a Service
MAP-21 – Moving Ahead for Progress in the 21st Century
MPA – Metropolitan Planning Area
MPO – Metropolitan Planning Organization
MPOAC - Metropolitan Planning Organization Advisory Council

**N**
NHFP – National Highway Freight Program

NWFWMD – Northwest Florida Water Management District

**O**
O-W – Okaloosa-Walton

**P**
PD&E – Project Development and Environment
PE – Preliminary Engineering
PEA – Planning Emphasis Area

**R**
RTP – Regional Transportation Partnership
R/W – Right-of-Way (also ROW)

**S**
§ - section or paragraph
SAE – Society of Automotive Engineers
SHSP – Strategic Highway Safety Plan
SIS – Strategic Intermodal System
SR – State Road
STIP – State Transportation Improvement Program
STTF – State Transportation Trust Fund
SUN - Shared Use Non-Motorized Trail Program

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

**U**
UPWP – Unified Planning Work Program
US – United States
USACE - United States Army Corps of Engineers
U.S.C. – United States Code

**V**
VMT – Vehicle Miles Travelled

**Y**
YOE – Year of Expenditure

# 1 Introduction

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

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

There are currently 27 TPOs in Florida. The Okaloosa-Walton TPO is in the Northwest Florida region of the United States, where the Emerald Coast Regional Council (ECRC) provides regional planning services to seven counties: Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes. The region includes Baldwin County, Alabama (associated with the Florida-Alabama TPO) and extends from Mobile, Alabama to Tallahassee, Florida, and consists of five International Airports, four deep water ports, five railroads, one major east-west Interstate (I-10), and six TPOs. On the eastern boundary, ECRC adjoins the Apalachee Regional Planning Council (Calhoun, Franklin, Gadsden, Gulf, Jackson, Jefferson, Liberty, Leon and Wakulla counties) and the Capital Region Transportation Planning Agency (Gadsden, Jefferson, Leon and Wakulla counties). To the north, ECRC also included the Bay, Gulf, Holmes, and Washington Regional Transportation Partnership (RTP), established primarily for regional coordination, and to apply for FDOT Transportation Regional Incentive Program (TRIP) funding.

The Okaloosa Walton TPO was established by designation of the governor and an interlocal agreement in 1981, following the 1980 Census. The TPO planning area includes the southern portions of Okaloosa and Walton counties. Crestview and DeFuniak Springs are also included as urban clusters. The current interlocal agreement was approved on February 19, 2015 (Resolution O-W 15-03). Apportionment of membership was approved by the TPO on September 19, 2013, submitted to and approved by the governor in April of 2014, and was used to revise the TPO Interlocal Agreement.

This was the result of the 2010 Census and from a request from Walton County to include a Freeport as a representative. Federal and state metropolitan planning regulations require the Okaloosa-Walton Transportation Planning Organization develop a regional transportation plan every five years. The 2040 Plan was adopted February 16, 2017. The 2045 Plan was adopted December 9, 2021. The resolution is provided in **Appendix A**.

The Long-Range Transportation Plan (LRTP) defines the 20-year transportation vision for the region, establishes goals and objectives that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and objectives.

## 1.1 Emerald Coast Regional Council

Emerald Coast Regional Council (ECRC) is one of ten regional planning councils in the state of Florida. ECRC supports northwest Florida by planning for and coordinating intergovernmental solutions to growth-related problems, providing technical assistance to local governments, and meeting the needs of the municipalities in the seven-county region: Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes.

## 1.2 Okaloosa-Walton Transportation Planning Organization

The Okaloosa-Walton TPO is the local, intergovernmental transportation policy board. The following organizations comprise the TPO Board:

- four members from the Okaloosa County Commission
- three members from the Walton County Commission
- three members from the Crestview City Council
- two members from the Destin City Council
- two members from the Fort Walton Beach City Council
- one member from the Freeport City Council
- one member from the Niceville City Council
- one member from Valparaiso City Council
- one member from the DeFuniak Springs City Council
- one member from the City of Mary Esther

Additional information on the organization and management of the Okaloosa-Walton TPO is found in the Unified Planning Work Program (UPWP). The Okaloosa-Walton TPO is required by state and federal law to establish a cooperative, comprehensive, and continuing planning process. The TPO also works to increase safety, security, accessibility, mobility, and connectivity for people and goods. ECRC serves as staff to the Okaloosa-Walton TPO. In addition to the TPO board, the Okaloosa-Walton TPO has a Technical Coordinating Committee (TCC), and the Citizens Advisory Committee (CAC). The TCC

is made up of local government staff and other stakeholders. The CAC is comprised of members of the general public who express an interest in transportation planning.

## 1.3 LRTP Process and Products

The LRTP is a blueprint for maintaining and enhancing the regional transportation system. The LRTP identifies roadway, transit, bicycle and pedestrian, intelligent transportation systems (ITS), and other improvements needed over the next 25 years in accordance with federal and state requirements (**Appendix B**). Developing the LRTP is a collaborative effort between the public, local governments, and state and federal partners. The LRTP examines future transportation needs of the region and determines how to best address those needs.

The LRTP includes a Needs Plan and a Cost Feasible Plan. The Needs Plan, as its name implies, is a plan that identifies the transportation projects necessary to meet future demands. Projects advanced into the Cost Feasible Plan are based on existing and anticipated funding.

The Okaloosa-Walton 2045 LRTP Update began when the Okaloosa-Walton TPO approved the Scope of Services on July 20, 2020. The 2045 LRTP consists of eight primary tasks that are identified below:

- Public Participation
- Congestion Management Process Update
- Goals and Objectives
- Evaluation Criteria
- Financial Resources
- Needs Plan
- Cost Feasible Plan
- Final and Summary Reports.

*For supporting LRTP documents, visit the Okaloosa-Walton 2045 LRTP web page Accessible from: https://ww.ecrc.org*

### 1.3.1 LRTP Amendment and Modification Process

The *FDOT MPO Program Management Handbook* (October 2020)[1] defines the process for revising the LRTP, either by administrative modification, or amendment.

- An administrative modification is a minor revision to the LRTP (or TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a

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

re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

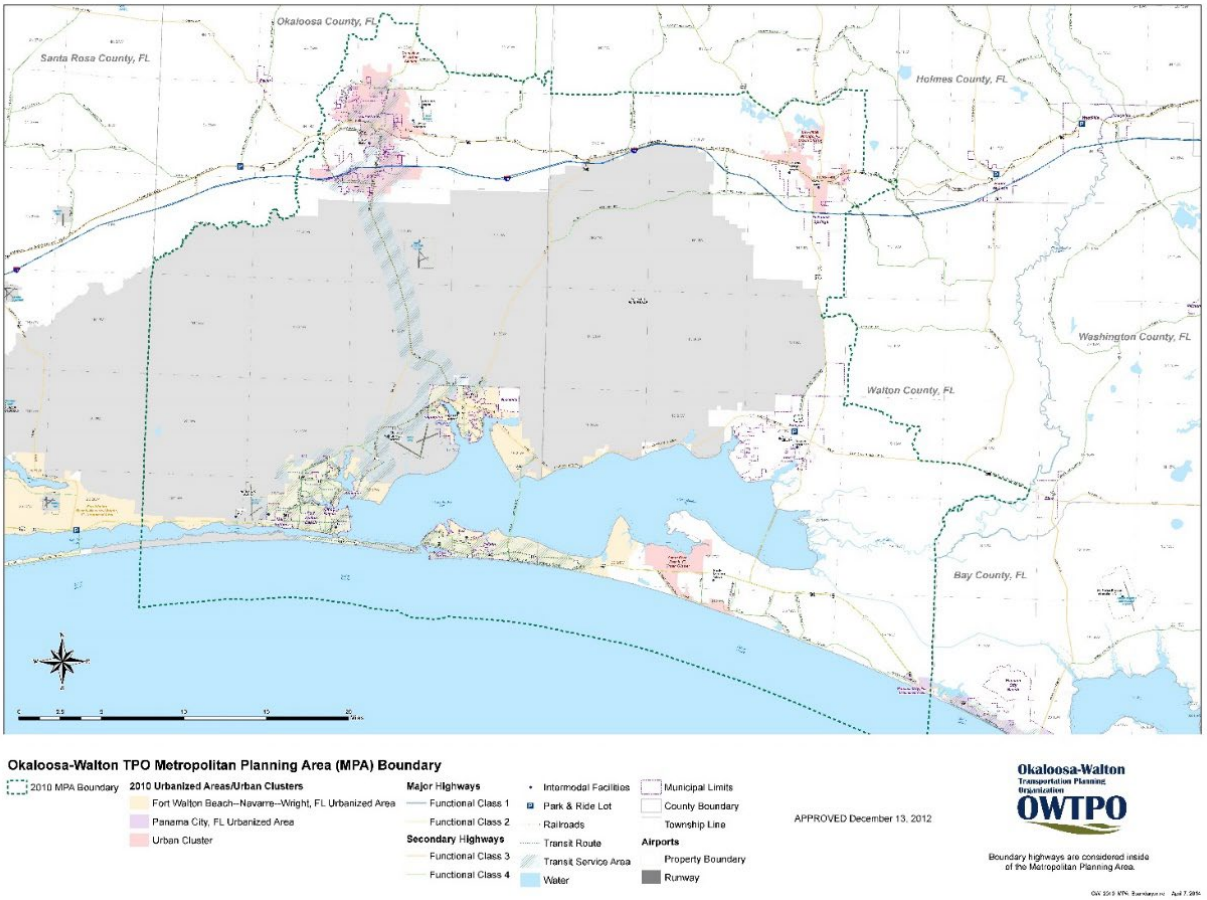
- An amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP, that involves a major change to a project included in a LRTP, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves "nonexempt" projects in nonattainment and maintenance areas, a conformity determination is required.

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

## 1.4 Study Area

The Okaloosa-Walton TPO Metropolitan Planning Area (MPA) Boundary **(Figure 1**) includes most of Okaloosa and Walton Counties except for areas north of the City of Crestview and City of DeFuniak Springs respectively. The boundary is determined by the Federal Highway Administration (FHWA) based on the 2010 Census. Data gathering for the 2020 Census occurred in mid-2020, during the preparation of this LRTP Update. Any changes to the TPO boundary or MPA boundary resulting from the 2020 Census will be considered in a subsequent plan update, as discussed in **Section 8.3** of this report.

Figure 1. Transportation Planning Area



## 1.5 Area Profile Summary

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

- The Okaloosa-Walton regional population increased by over 113,000 during the 1990 to 2019 timeframe, reaching the estimated total of 284,800 in 2019 (the latest year of available data). This equated to a compound average annual growth rate (CAAGR) of 1.8 percent, which matched the corresponding statewide CAAGR of 1.8 percent, and exceeded the U.S. national average pace of 1.0 percent per year since 1990.
- The regional population is expected to reach 350,000. This is a 65,200 increase (or 0.8 percent annually on average) from the 2019 level. This growth rate, however, is somewhat below the corresponding future rate for the state as a whole, i.e., 0.9 percent, and also lower than the region's historical long-term rate.
- The average density of the Okaloosa-Walton area was around 170 people per square mile, which is lower than the statewide average of 401, but over twice as dense as the U.S. as a whole. However, when the Census Block Groups with land on Eglin Air Force Base are excluded, the average density rises to about 300 people per square mile. As expected, the density within the area is unevenly distributed, with concentrations in Fort Walton Beach, Destin, Niceville, and Crestview areas, as well as along the major transportation corridors. It can be naturally expected to grow with further clustering over time, with increases in demand for transportation infrastructure to accommodate it.

Vehicle registrations in the region grew over the last decade reaching about 250,000 in 2019, based on Florida Highway Safety and Motor Vehicles (HSMV) data. This is an average annual growth rate of 1.2 percent since 2010, which was lower than the corresponding 1.8 percent annual growth rate for the state. It is notable that the registrations growth in Walton County was quite robust at 3.1 percent per year over the last decade.

## 1.6 Roadway Network

The roadway network is the one designated by the TPO as a Major Road Network. The classification of roadways is per the FHWA's defined functional classification system. There are three major types of facility systems in this report: 1) Freeways and Tolls, 2) Arterials, and 3) Collectors. According to the 2018 FDOT Source Book, the total roadway network in Okaloosa County is 215.5 centerline miles, with the total roadway network in Walton County being 203.6 centerline miles. Residential and local roads are not included in this CMP. The roadway network is shown in **Figure 2**.

Figure 2. Roadway Network

## 1.7 Transit Network

Two public transit networks exist in the Okaloosa-Walton TPO area. Okaloosa County has a local bus network, known as Emerald Coast Rider (EC Rider), that is primarily concentrated in Fort Walton Beach. It provides local service to Destin and express service to more inland parts of the county, as far north as Crestview. Walton County's transit agency, known as GoWal, runs a single north-south express bus route called the Jumper. **Figure 3** provides a map of these transit systems.

### 1.7.1 Emerald Coast Rider

The EC Rider, formerly known as the Okaloosa County Transit, is the public transportation service for Okaloosa County, Florida and is run by its Board of County Commissioners (BCC). EC Rider, operated by MV Transportation, offers deviated fixed route bus and paratransit services Monday through Friday during the day, excluding holidays. Fixed route service is centered in Fort Walton Beach, with coverage also in Destin and the developed part of Okaloosa Island. Service on the US 98 corridor extends to the Silver Sands Premium Outlets in Miramar Beach. The system also has Route 14, which provides limited stop service connecting Fort Walton Beach, Shalimar, the Veterans Affairs (VA) clinic in Eglin Air Force Base, Niceville, and Crestview. Headways vary from 30 minutes to 4 hours on routes, with increased frequency on beach routes in the summer. Those in the county who cannot access the fixed route system can utilize the agency's Dial-A-Ride service. As of November 2019, single ride fares are $2 for most fixed routes and $3 for Route 14, a longer-distance express route connecting Crestview, Niceville, and Fort Walton Beach. Paratransit fares range from $3 to $6 for the transportation disadvantaged population and have a private pay option of $2.40 per mile. The system is primarily intended to provide basic transportation for transit dependent riders. In 2019, the system had 181,624 unlinked passenger trips, with 99,456 fixed route trips and 82,168 demand response trips.

### 1.7.2 GoWal Jumper

GoWal, which began in June 2020, is a free service provided by the Walton County Planning Department. It operates a single route, known as the Jumper, that traverses US 331 corridor. Its four stops are the DeFuniak Springs Courthouse, the Freeport Park & Ride, the Freeport County Offices, and the South Walton Annex. It can deviate up to ¾ mile upon request with a 24-hour notice. The route runs four trips toward South Walton during the AM peak period (6:00 to 8:50 AM) and four trips toward DeFuniak Springs during the PM peak period (4:00 to 6:20 PM). For each peak period, two of the trips also run nonstop in the reverse direction. The route operates Monday through Friday excluding holidays. The route serves to provide crosstown express connections within Walton County.

### 1.7.3 Transportation Disadvantaged Providers

The Transportation Disadvantaged (TD) population in Walton County is served by Tri-County Community Council, Inc., which also provides transportation in Holmes, Santa Rosa, and Washington Counties. To be considered transportation disadvantaged, an individual must either not have a vehicle, cannot operate a vehicle, or have no alternate means of transportation. Riders can make reservations for trips to accomplish their daily needs such as non-emergency medical appointments, shopping, and employment.

In Okaloosa County, the TD population is served by EC Rider. In addition to operating deviated fixed routes, it also provides Dial-A-Ride service to county residents who are unable to access the fixed route system. Fares depend on distance. Several agencies sponsor customer transportation needs, paying all or most of the cost. For those who are not sponsored, the Florida Commission for the Transportation Disadvantaged (CTD) provides cost-sharing assistance for qualified individuals. Criteria are being low income, under 18 or over 60 years of age, having a physical or mental disability, or being a child who is physically handicapped, high-risk, or at risk. Service operates seven days per week during the daytime hours.

Figure 3. Emerald Coast Rider System Map

### 1.7.4 RideOn

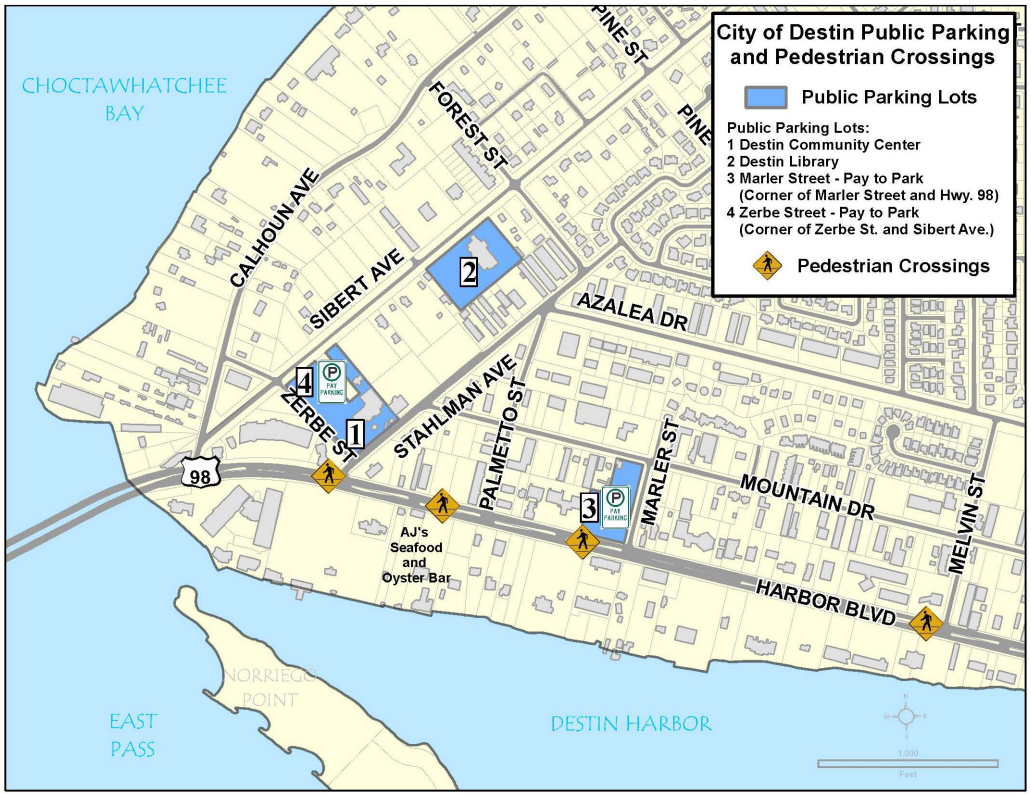
ECRC promotes ridesharing through the RideOn program, which is funded by FDOT District 3. This service encourages commuters to carpool or take alternative means of transportation, such as walking or biking, to reduce congestion. The system matches riders into carpool or vanpool groups based on destinations and work times. To make the system more appealing, RideOn offers an Emergency Ride Home Program for riders. This allows riders the opportunity to travel home in case of emergency.

### 1.7.5 Park and Ride

Several park-and-ride (P&R) facilities exist throughout the TPO area, some directly accessible to transit and some that simply facilitate carpooling.

The P&R facilities that are accessible to the EC Rider system can mostly be found in the City of Destin. The city shows public parking facilities on its website using the map shown in **Figure 4**. All lots in this figure are accessible to EC Rider's Route 30. Additionally, the Boardwalk on Okaloosa Island, which serves as a transfer point between EC Rider's Routes 20 and 30, provides P&R access.

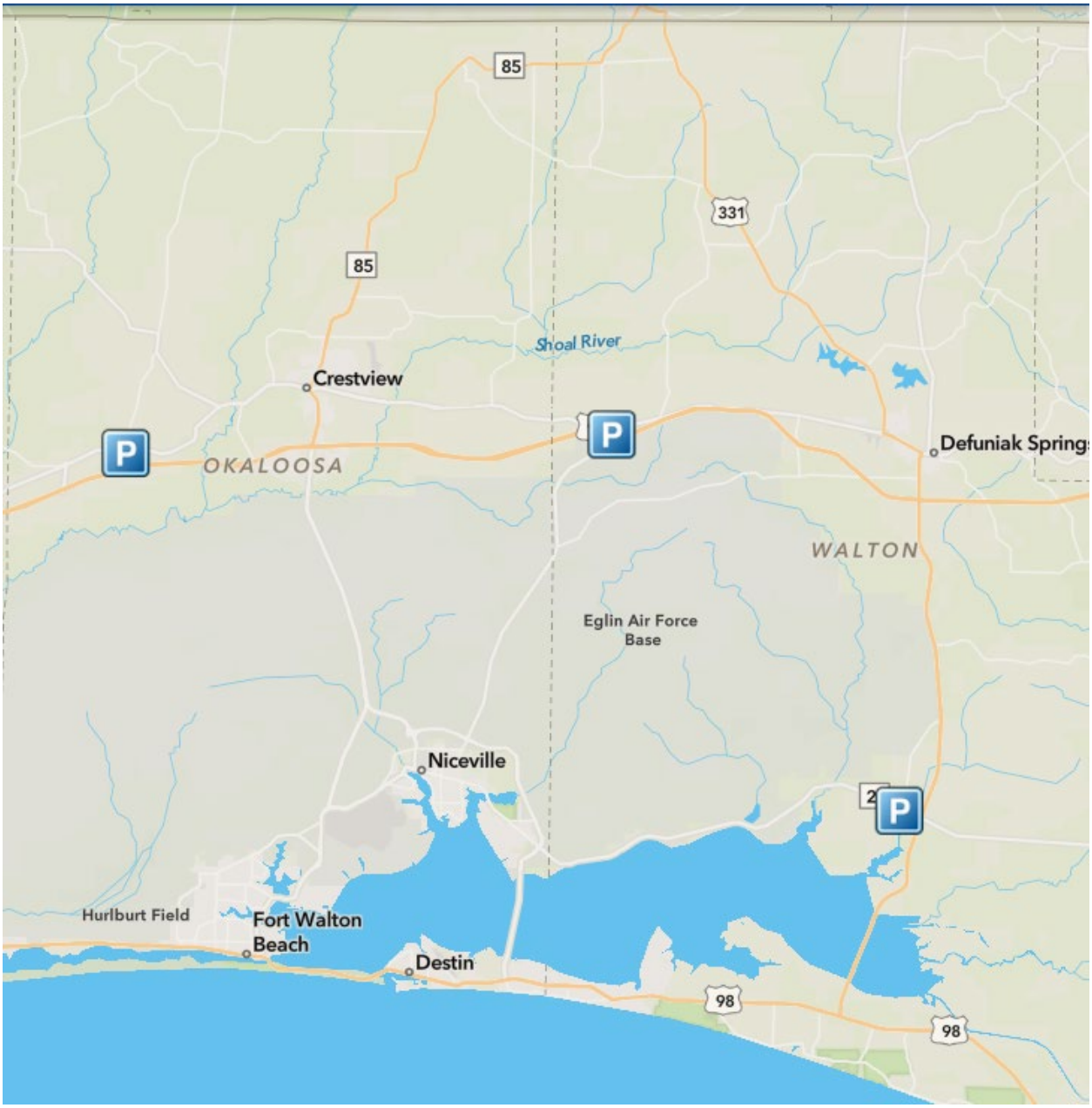
Figure 4. City of Destin Public Parking




*Source: City of Destin. Destin Harbor District Parking. Retrieved from https://www.cityofdestin.com/563/Parking*

FDOT provides three P&R facilities in the TPO area, one in Okaloosa and two in Walton County, as shown in **Figure 5**, as blue squares with the letter "P". The P&R lot on SR 20 in Freeport is directly accessible to the GoWal Jumper route. The other two P&R lots are not served by fixed route transit.

**Figure 5. FDOT Park & Ride Lots**

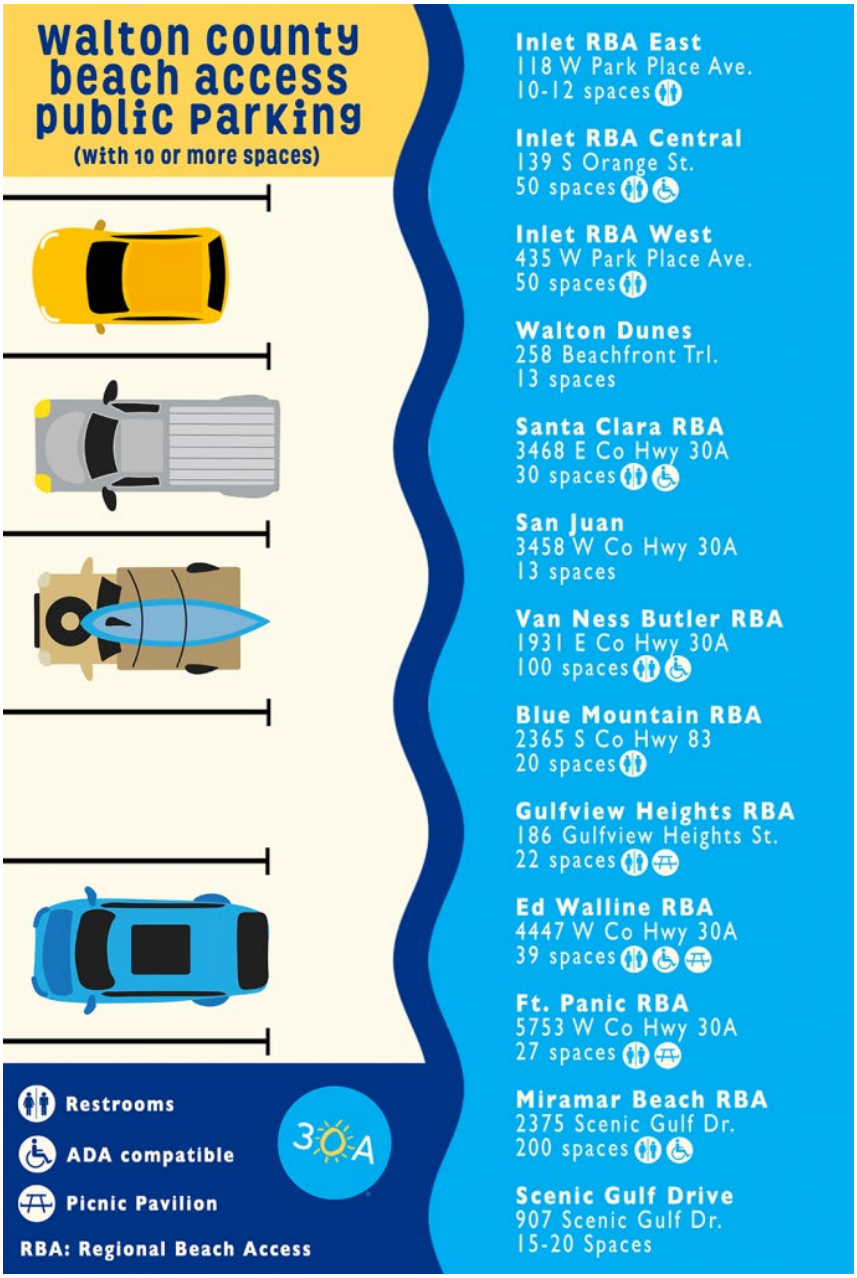



*Source: RideOn Commuter Services. (2021). Park and Ride. Retrieved from* https://www.rideontogether.org/Public/PublicPage.aspx?ItemName=ParkandRide

The City of DeFuniak Springs allows parking in its municipal airport parking lot. Those parked for longer than five days are charged a monthly fee of $50.

Walton County provides beach access public parking, as shown in **Figure 6**.

**Figure 6. Walton County Beach Access Public Parking**




*Source: 30A. (2020, May 18). How to Find Beach Parking in Walton County. Retrieved from https://30a.com/walton-county-public-beach-access/*

## 1.8 Bicycle Network

The bicycle network within the O-W TPO boundaries includes the following facility types:

- **On-Road Facilities**: On-road bike facilities typically consist of the entire roadway identical to the CMP network excluding freeways, ramps, HOV, and toll facilities where biking is prohibited. Primarily on-road facilities comprise of paved shoulders and bike lanes.
    - **Paved Shoulders:** These are mostly located on suburban and rural roadways and serve as a travel path for bicyclists and a refuge area for disabled vehicles.
    - **Bike Lanes:** A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.
    - **Sharrow:** A sharrow marking on a lane indicates that is meant for both the bicyclists and motorists to coexist in the same lane.
- **Off-Road Facilities**: Off-road bike facilities mainly consist of trails and shared-use paths. These facilities are usually separated from a roadway by a curb or painted border. Off-road bike facilities can be mainly classified into two groups:
    - **Unpaved Networks**: This type of facility mainly consists of trails for multi-purpose uses such as hiking and biking.
    - **Shared-Use Path**: These facilities usually consist of a paved multi-use path dedicated for non-motorized traffic.

The bicycle network is depicted in **Figure 7** and the Florida Greenways and Trails System (FGTS) within the O-W TPO area are listed in **Table 1**.

**Table 1. Florida Greenways and Trails System – O-W Area Trails**

| Trail ID | Trail Name | Trail Location |
|---|---|---|
| **60931001** | Great NW Coastal Trail | Walton County |
| **57931001** | Great NW Coastal Trail | Okaloosa County |

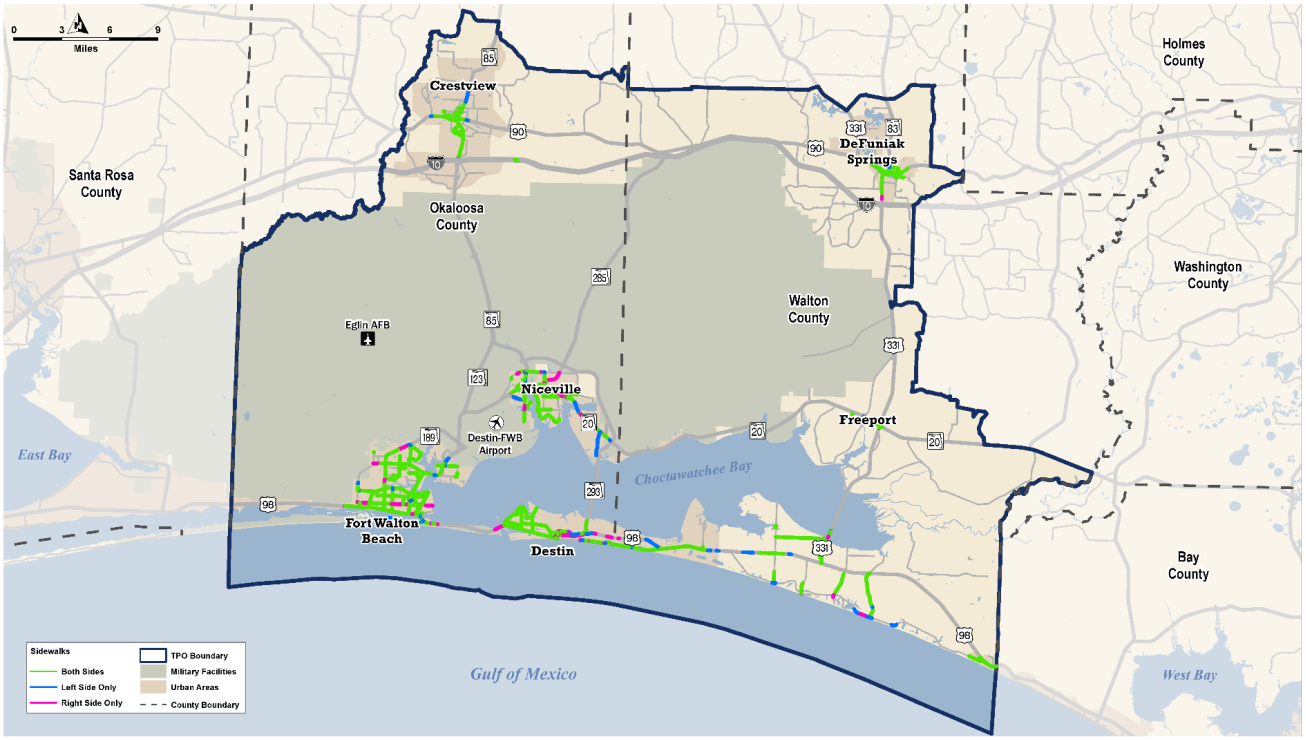
## 1.9 Pedestrian Network

The pedestrian facility network consists of areas along the side of the roadway network except the prohibited areas for pedestrians such as freeways, limited access facilities, ramps, HOV, and toll facilities. The pedestrian routes and trails, as shown in **Figure 8**, can be classified into two categories:

- **Sidewalk:** The portion of a street or highway right-of-way developed for preferential or exclusive use by pedestrians, typically a concrete path.
- **Bicyclist-Pedestrian Shared Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

Figure 7. O-W TPO Bicycle Facilities

Figure 8. O-W TPO Pedestrian Facilities



## 1.10 Freight Network

Freight is continuing to expand with the increasing presence of delivery and e-commerce regarding goods movement. While these goods can be transported through rail, ports, and air cargo, truck travel is still the primary method of freight in the region.

The FAST Act, signed into law on December 4, 2015, built upon the requirement for statewide freight planning laid out in Moving Ahead for Progress in the 21st Century (MAP-21), required departments of transportation (DOTs) to develop a state freight plan. FDOT completed the Freight Mobility and Trade Plan, which evaluated freeways and highways with heavy truck traffic to determine improvements necessary for the movement of goods statewide. Additionally, FDOT developed the Strategic Intermodal System (SIS) Policy Plan that laid out a series of strategic transportation facilities including airports, roadways, and ports that provide the framework for the movement of people and goods across the state. **Figure 9** shows the truck traffic volumes for O-W TPO.

## 1.11 Level of Service

A level of service analysis was completed on all major state and county roads of Okaloosa and Walton County consistent with the methodologies in the FDOT 2013[2] Quality/Level of Service Handbook and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis can be found in the Congestion Management Process document. **Table 2** and **Figure 10** highlight Okaloosa and Walton County roadway segments that are operating at below the adopted level of service in 2019, per FDOT D3 Level of Service Analysis tables.

[2] This was the current reference at time of development of the Congestion Management Plan.

Figure 9. O-W TPO 2019 Truck Volumes

Figure 10. Segments Operating Below FDOT LOS Targets

**Table 2. Okaloosa and Walton Counties - 2019 Segments Operating Below FDOT LOS Targets**

| Roadway | County | From | To |
|---|---|---|---|
| **SR 10 / US 90** | Okaloosa | SR 4 | CR 4/ANTIOCH RD |
| **SR 10 / US 90** | Okaloosa | OLD BETHEL RD | LINDBERG ST |
| **SR 10 / US 90** | Okaloosa | LINDBERG ST | HICKORY AVE |
| **SR 10 / US 90** | Okaloosa | HICKORY AVE | SR 85 |
| **SR 10 / US 90** | Okaloosa | SR 85 | BRACKIN ST |
| **SR 30 / US 98** | Okaloosa | PARRISH BLVD | 0.178 W OF 57030114 EB ON |
| **SR 30 / US 98** | Okaloosa | MEMORIAL PKWY SW | SR 189/BEAL PKWY SW |
| **SR 30 / US 98** | Okaloosa | SR 189/BEAL PKWY SW | SR 85/EGLIN PKWY |
| **SR 30 / US 98** | Okaloosa | SR 85/EGLIN PKWY | FLORIDA PL SE |
| **SR 30 / US 98** | Okaloosa | FLORIDA PL SE | PERRY AVE SE |
| **SR 30 / US 98** | Okaloosa | PERRY AVE SE | SANTA ROSA BLVD |
| **SR 30 / US 98** | Okaloosa | SANTA ROSA BLVD | BRACKIN WAYSIDE PARK |
| **SR 30 / US 98** | Okaloosa | COASTGUARD STATION | STAHLMAN AVE |
| **SR 30 / US 98** | Okaloosa | STAHLMAN AVE | MAIN ST |
| **SR 30 / US 98** | Okaloosa | MAIN ST | GULF SHORE DR |
| **SR 30 / US 98** | Okaloosa | GULF SHORE DR | 0.067 E OF RUNWAY PLAZA |
| **SR 30 / US 98** | Okaloosa | 0.096 E OF AIRPORT R | KELLY PLANTATION |
| **SR 30 / US 98** | Okaloosa | KELLY PLANTATION | SR 293 |
| **SR 30 / US 98** | Okaloosa | SR 293 | WALTON CO LINE |
| **SR 85** | Okaloosa | 57150005 SB ON | PJ ADAMS PKWY |
| **SR 85** | Okaloosa | PJ ADAMS PKWY | MIRAGE AVE |
| **SR 85** | Okaloosa | MIRAGE AVE | W REDSTONE AVE |
| **SR 85** | Okaloosa | W REDSTONE AVE | S MAIN ST |
| **SR 85** | Okaloosa | S MAIN ST | US 90/SR 10 |
| **SR 85** | Okaloosa | US 90/SR 10 | LONG DR |
| **SR 85** | Okaloosa | LONG DR | JONES RD |
| **SR 4 / SR 189** | Okaloosa | CR189/GALIVER CUTOFF | US 90/SR 10 |
| **SR 189** | Okaloosa | SR 393/MARY ESTHER | SAMS CLUB |
| **SR 189** | Okaloosa | SAMS CLUB | SR 188/RACETRACK RD |
| **SR 293** | Okaloosa | END TOLL PLAZA CONC | 57160113 NB OFF |
| **SR 10 / US 90** | Walton | SR 285 | CR 1087 |
| **SR 10 / SR 83 / US 90** | Walton | US 331/SR 83 | 7TH ST |
| **SR 30 / US 98** | Walton | CR 457/MACK BAYOU RD | UNSIGNED |
| **SR 30 / US 98** | Walton | OKALOOSA CO LINE | SNOWDRIFT RD |
| **SR 20** | Walton | CHIPPEWA DR | 20 SPCS SITE C 6 |
| **SR 20** | Walton | 20 SPCS SITE C 6 | CR 883/MADISON ST |
| **SR 20** | Walton | CR 883/MADISON ST | US 331/SR 83 |
| **SR 20** | Walton | US 331/SR 83 | SR 81 |
| **SR 20** | Walton | SR 81 | WEST CITY LIMITS OF EBRO |

## 1.12 Safety Analysis

The FDOT annually collects crash information for each Florida County. FDOT provides guidance for calculating a roadway segment's crash rate using the following formula:

$$Crash\ Rate = \frac{Total\ Number\ of\ Crashes\ \times 1{,}000{,}000}{Number\ of\ Days\ \times AADT \times Number\ of\ \ Years\ \times Segment\ Length}$$

The number of crashes was from FDOT's Crash Analysis Reporting System database from 2014-2018. The amount of traffic on the segment is directly proportional to the frequency of crashes occurring on the roadway segment. **Figure 11** shows the crash rates of segments throughout the TPO area. Crash rates are highest in town centers, particularly in Fort Walton Beach.

**Table 3** compares the crash rates of the TPO area to FDOT's District 3. The TPO's crash rate is more than double that of the District. As is consistent in **Table 3**, the crash rate is 75% higher in Okaloosa County than in Walton County.

**Table 3. Five Year Crash Rates (2014-2018)**

| Area | Crash Rate |
|---|---|
| **Okaloosa County** | 1.75 |
| **Walton County** | 1.00 |
| **TPO Area** | 1.48 |
| **District 3** | 0.65 |

**Figure 12** and **Table 4** show the traffic fatalities in Okaloosa and Walton Counties between 2014 and 2018 per data from the Federal Highway Administration (FHWA). Fatalities have oscillated in Okaloosa County though have largely remained the same. Fatalities in Walton County are lower but have quickly risen over time.

**Table 4. Number of Traffic Fatalities by County, 2014-2018**

| County | 2014 | 2015 | 2016 | 2017 | 2018 | Total |
|---|---|---|---|---|---|---|
| **Okaloosa** | 30 | 35 | 23 | 33 | 26 | 147 |
| **Walton** | 13 | 9 | 17 | 21 | 24 | 84 |
| **Total** | 43 | 44 | 40 | 54 | 50 | 231 |

*Source: FDOT CARS data*

Figure 11. Crash Rates the Okaloosa-Walton TPO Area

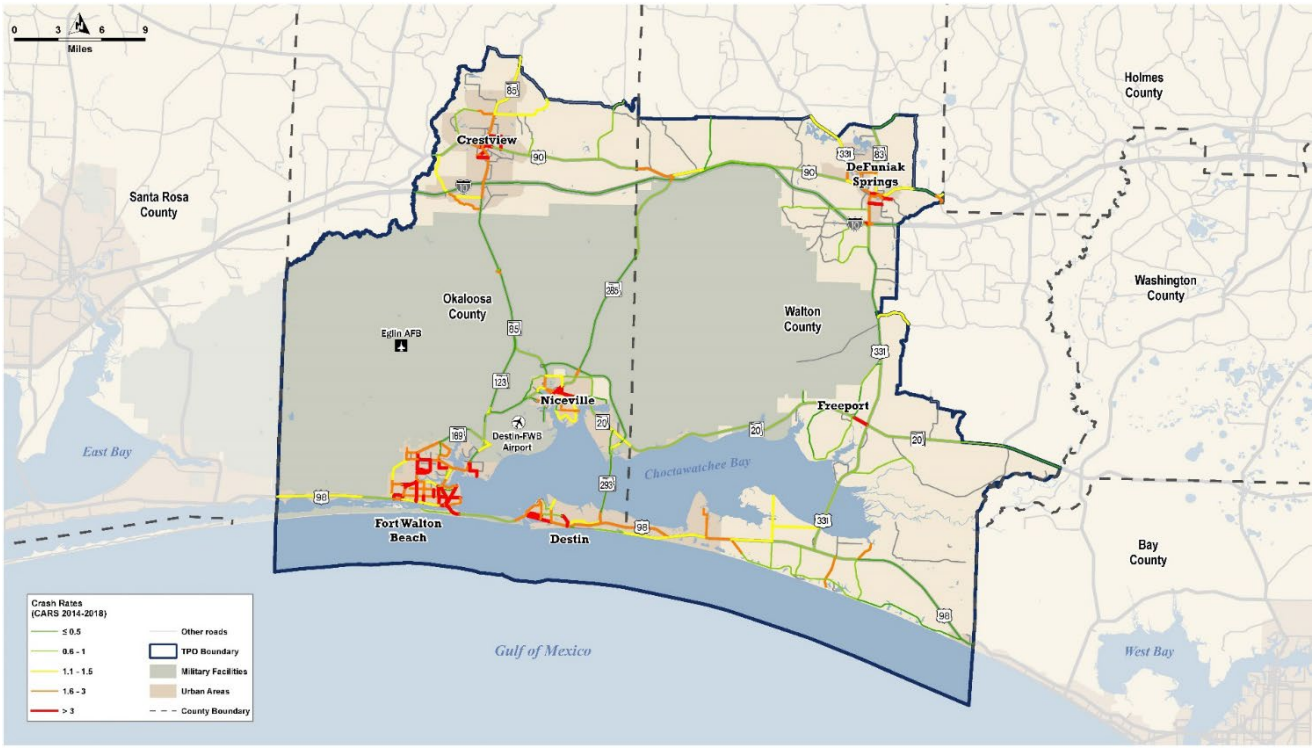
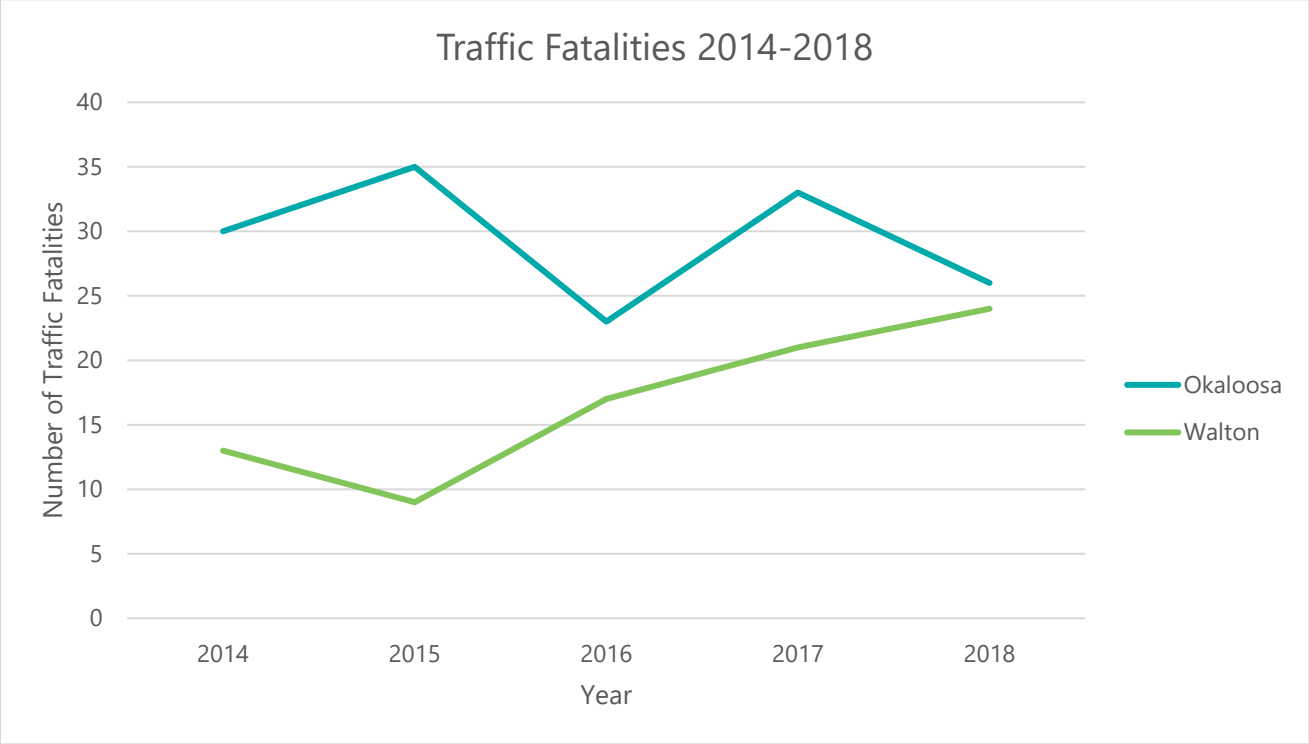



Figure 12. Traffic Fatalities in the O-W TPO Area



### 1.12.1 Additional Analysis

Additional data and analysis regarding level of service performance and safety can be found in the Congestion Management Process, such as:

- Vehicle Miles Travelled
- Means of Transportation to Work

## 1.13 Federal Requirements and Emphasis Areas

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

**Table 5. Federal Planning Factors**

| Planning Factor | Description | Source |
|---|---|---|
| **Safety** | Increase the safety of the transportation system for motorized and non-motorized users. | 23 CFR 450.306(b)(2) |
| **Security** | Increase the security of the transportation system for motorized and non-motorized users. | 23 CFR 450.306(b)(3) |
| **Accessibility & Mobility** | Increase accessibility and mobility of people and freight. | 23 CFR 450.306(b)(4) |
| **Multimodal Connectivity** | Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. | 23 CFR 450.306(b)(6) |
| **System Preservation** | Emphasize the preservation of the existing transportation system. | 23 CFR 450.306(b)(8) |
| **Economic Vitality** | Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. | 23 CFR 450.306(b)(1) |
| **Environmental Quality** | Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. | 23 CFR 450.306(b)(5) |
| **System Efficiency** | Promote efficient system management and operation. | 23 CFR 450.306(b)(7) |
| **Resiliency & Reliability** | Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. | 23 CFR 450.306(b)(9) |
| **Travel & Tourism** | Enhance travel and tourism. | 23 CFR 450.306(b)(10) |

### 1.13.1 New Planning Factors (FAST Act)

The passage of the Fixing America's Surface Transportation (FAST) Act on December 4, 2015 and the final rulemaking as of May 27, 2016 resulted in two additional planning factors: (1) improving the resiliency and reliability of the transportation system and reducing or mitigating storm water impacts of surface transportation; and (2) enhancing travel and tourism.

Additional Planning Emphasis Areas (PEAs), Expectations, and Emerging Issues are discussed in the following sections, including Automated, Connected, Electric, and Shared-Use Vehicles (ACES). While ACES was not included as a new Planning Factor in the Federal requirements, there is additional emphasis on how to incorporate ACES into the LRTP.

## 1.14 Federal Expectations and Emerging Issues

In consultation with the Metropolitan Planning Organization Advisory Council (MPOAC), and FDOT, Federal Highway Administration and the Federal Transit Administration issued *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs* (January 2018).[3] The memo documents the federal expectations for meeting the requirements to be addressed in the next cycle of LRTP updates. 23 CFR 450.306, 316 and 324 describe the basic requirements of the scope of the metropolitan transportation planning process, including a documented public participation plan, and development and content of the LRTPs respectively. **Table 6** summarizes the Federal Expectations and Emerging Issues.

[3] http://www.fdot.gov/planning/Policy/metrosupport/Resources/LRTP%20Expectations%202018.pdf

**Table 6. Federal Expectations and Emerging Issues**

| Expectation/Issue | Description | Source |
|---|---|---|
| **Public Involvement Strategies** | Ensure outreach strategies are clear, transparent, and accurately describe when and how stakeholders can be involved. | Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) |
| **Public Involvement / Tribal / Agency Consultation** | Consult appropriate Indian Tribal governments and Federal land management agencies. State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation are required to be consulted during the development of the LRTP. | Jan 2018 Strategies Memo and 23 CFR 450.316(a)(1) (c), (d), (e); 23 CFR 450.324(g) |
| **Measures of Effectiveness** | MPOs are required to periodically review the effectiveness of the procedures and strategies described within the public participation plan (PPP). The PPP is also required to contain the specific measures used, the timing of, and the process used to evaluate the MPO's outreach and PPP strategies. Ideally, once the LRTP is developed, the outreach is evaluated, and then any needed changes to the outreach process are incorporated and documented in the PPP prior to the next LRTP update. | Jan 2018 Strategies Memo and 23 CFR450.316(a)(1)(x) |
| **Fiscal Constraint** | Projects in LRTPs are required to be described in enough detail to develop cost estimates in the LRTP financial plan that show how the projects will be implemented. | Jan 2018 Strategies Memo and 23 CFR 450.324(f)(9), (f)(11); 23 CFR 450.326(h) |
| **Strategic Highway Safety Plan (SHSP) / Highway Safety Improvement Program (HSIP) Integration** | Goals, objectives, performance measures and targets of the HSIP, which includes the SHSP, are strongly encouraged to be integrated into the LRTP. | Jan 2018 Strategies Memo and 23 CFR 450.306(b)(2) (d)(4)(ii);23 CFR 324(h) |
| **Freight** | Consult with agencies and officials planning for freight movements. Incorporate freight needs and demands. Integrate goals, objectives performance measures and targets of the State Freight Plan into the LRTPs. Show a concerted effort to incorporate freight stakeholders and strategies. | Jan 2018 Strategies Memo and 23 CFR 450.306(b)(4), (b)(6); 23 CFR 450.316(a); 23 CFR 450.324(b), (f)(1), (f)(5) |
| **Environmental Mitigation** | The LRTP must include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. | Jan 2018 |

| Expectation/Issue | Description | Source |
|---|---|---|
| **Congestion Management** | Demonstrate that the congestion management process is incorporated into the planning process. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP. | Jan 2018 Strategies Memo and 23 CFR 450.322 |
| **Americans with Disabilities Act (ADA) Transition Plans** | Serve as a resource for information and technical assistance in local government compliance with ADA. | Jan 2018 Strategies Memo and 28 CFR 35.105; 28 CFR |
| **Multimodal Feasibility** | The transportation plan shall include both long-range and short-range strategies /actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. | Jan 2018 Strategies Memo and 23 CFR 450.324 |
| **Transit Asset Management** | The MPO is required to set performance targets for each performance measure, established 180 days after the transit agency established their performance targets. | Jan 2018 Strategies Memo and 23 CFR 450.306(d) |
| **Mobility on Demand** | Mobility on Demand (MOD) is an innovative, user-focused approach which leverages emerging mobility services, integrated transit networks and operations, real-time data, connected travelers, and cooperative Intelligent Transportation Systems (ITS) to allow for a more traveler-centric, transportation system-of-systems approach, providing improved mobility options to all travelers and users of the system in an efficient and safe manner. Automated vehicles (AV), now being called Automated Driving Systems (ADS) and Connected Vehicles (CV) are two components of the overall MOD model. The infrastructure needed for implementation and the transition time for implementation is an area that the MPO can start to address in this next round of LRTP updates. | Jan 2018 Strategies Memo |
| **Agency Consultation** | There are two new types of agencies that the MPO should consult with when developing the LRTPs: agencies that are responsible for tourism and those that are responsible for natural disaster risk reduction. | Jan 2018 Strategies Memo |
| **Summary of Public Involvement Strategies** | Summarize outreach information and append additional information to LRTP. | Jan 2018 Strategies Memo |
| **Impact Analysis /** | | |

| Expectation/Issue | Description | Source |
|---|---|---|
| **Data Validation** | Have and document a proactive, public involvement process that includes outreach to low income, minorities and traditionally underserved populations. Demonstrate how public feedback and input helped shape the resulting plan. | Jan 2018 Strategies Memo |
| **FDOT Revenue Forecast** | Include the FDOT Revenue Forecast in the appendices that support the LRTP. | Jan 2018 Strategies Memo |
| **Sustainability and Livability in Context** | Implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity. Identify and suggest contextual solutions for appropriate transportation corridors within their area and utilize the flexibilities provided in the federal funding programs to improve the transportation network for all users. | Jan 2018 Strategies Memo |
| **Scenario Planning** [4] | Use multiple scenarios for consideration by the MPO in the development of the LRTP. | Jan 2018 Strategies Memo |

[4] The O-W TPO 2045 LRTP Scope does not include Scenario Planning.

## 1.15 State Guidance and Emphasis Areas

At the statewide level, Florida has implemented system-wide transportation, safety, bicycle/pedestrian, and intelligent transportation systems planning efforts. The Okaloosa-Walton TPO coordinates with the FDOT for support in addressing a forward-looking strategy on emerging issues and proactive improvements within the TPO's metropolitan planning area.

### 1.15.1 FDOT Planning Emphasis Areas

Consistent with the federal planning factors, FHWA, FTA, and FDOT periodically issue Planning Emphasis Areas (PEAs) in order to encourage transportation planning agencies to give priority to issues in the Unified Planning Work Programs (UPWP). MPOs are encouraged to consider the PEAs in modal planning for future system improvements. FDOT provides guidance on the PEAs that are encouraged to be incorporated (or given priority and emphasis) in the UPWP and LRTP.[5]

The FDOT Office of Policy Planning develops Planning Emphasis Areas on a two-year cycle in coordination with the development of Metropolitan Planning Organizations' respective unified planning work programs. Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources. The current Planning Emphasis Areas are summarized in **Table 7** followed by additional discussion of the three emphasis areas. These three Planning Emphasis Areas are explained in detail in this Long Range Transportation Plan.

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

**Table 7. State Planning Emphasis Areas**

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

### *Rural Transportation Planning*

MAP-21 defined the structure and responsibilities of designated regional transportation planning organizations in federal regulations for the first time. Florida Statutes include several provisions that require coordination with local governments including those in rural areas. MPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions. ECRC completed a Rural Transportation Plan in October 2020 through the General Planning Consultant. As a result of that study, ECRC is preparing a Regional Rural Transportation Plan

### *Transportation Performance Measures*

FHWA finalized six interrelated performance rules to implement the transportation performance measures framework established by MAP-21 and the FAST Act. The rules established national performance measures. State DOTs and MPOs must establish targets for each measure. **Appendix D** contains the Systems Performance Report which tracks the measures, with additional discussion in Section 8 of this Long-Range Transportation Plan.

### *Automated / Connected / Electric / Shared-use Vehicles (ACES)*

FHWA has identified the change transportation is undergoing due to new technology and institutions, such as shared mobility firms. Despite the unpredictability of the transportation landscape, planners are under pressure to develop long-range, performance-oriented policies, plans, and investment decisions. Adopting and supporting innovative technologies and business practices supports all

seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to improvements in safety, transportation choices, and quality of life for Floridians, our visitors and the Florida economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, TPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.

The following policy language is provided in accordance with the recommendation of the FDOT Office of Policy Planning, per the November 2018 report completed by FDOT and Florida State University Department of Urban & Regional Planning. [6]

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

**Section 6.4.7** and **Appendix E** of this LRTP provide an analysis of how emerging technologies affect the Okaloosa-Walton TPO transportation needs. There has been a great deal of industry buzz about how these technologies may enhance future travel, with potential benefits such as crash avoidance, improved system efficiency, and new mobility options. At the same time, agencies must carry out their existing mission of meeting the needs of today's travelers. While widespread market penetration has yet to materialize along the same trajectory that industry experts predicted a few years ago, the timeline of this plan presents an opportunity to consider more bullish assumptions about CAV adoption.

The assumptions presented in this analysis revolve around three discrete technologies that are being developed in parallel to each other:

- Automated vehicles, which use an on-board sensor suite to interpret their environment and control some or all driving inputs.
- Connected vehicles, which utilize communication technology to exchange data with each other and the surrounding infrastructure.

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

- Mobility as a Service (MaaS), which characterizes pay-for-service transportation options in non-personally owned vehicles.

A key distinction for automated vehicles is the level of autonomation at which they operate. The Society of Automotive Engineers defines six levels ranging from a Level 0 (occasional assistance such as blind spot warnings) to Level 5 (the ability to fully self-drive in any environment) [i]. Many vehicles currently available for sale have limited automated functions ranging from radar cruise control and automated emergency breaking (Level 1) to more advanced driver assist capabilities like lane centering and speed control (Level 2). Higher levels of automation which do not require fallback to a driver (Levels 4 and 5) are still in a nascent research stage, with some limited deployments such as automated shuttle vehicles operating on a fixed route.

Most experts agree that these technologies will increase vehicle miles traveled (VMT) by making travel more convenient. MaaS and AV travel options are expected to have the following impacts on demand:

- Decreased transportation costs of MaaS options compared to private vehicle ownership.
- Lower travel time perceptions when using CAV technology (e.g., the ability to have a productive commute), resulting in a tolerance for longer trips.
- Enabling more trips by individuals who would not otherwise be able to travel (people without drivers' licenses, travelers with disabilities, and disadvantaged communities who may not be able to afford private automobiles).

The SAE level of automation will play a critical role in determining the impact on demand. Enabling trips for individuals who cannot currently drive will require Level 4 or 5 automation without fallback to a driver.

At the same time, CAV and MaaS implementation will likely improve roadway capacity utilization in the following ways:

- Increased throughput within lanes by the formation of CAV platoons with shorter headways between vehicles.
- Improved efficiency of intersection movements due to instantaneous reaction to traffic signals, the ability for vehicles to cooperatively navigate through intersections, and dynamic management of signal phase and timing based on real-time roadway conditions.
- Flexible adaptation of right of way such as part-time hard shoulder running and the ability to dynamically manage lane assignment.
- New modal options, such as low and medium capacity MaaS options, which increase occupancy per vehicle.

Numerous agencies have evaluated the volume and capacity impacts of CAVs using modeling software. The table below summarizes some of the projected benefits of AVs to roadways based on a recent study by the Iowa Department of Transportation. At one extreme (an adoption rate of 85%), highway capacity is projected to increase by 64%, while crash frequency declines by 72%[ii]. This will present an opportunity to re-examine long-term physical capacity expansion projects.

**Appendix E** concludes with an analysis of projects in the Needs Plan to determine how incorporation of emerging technologies might affect the overall transportation needs. In summary, the number of corridors with planned capacity improvements that were rated as "very congested" or "congested" dropped by 6% indicating that emerging technologies may be able to reduce broad needs for capacity improvements.

## 1.16 Regional and Local Planning Integration

While federal or state direction does not specifically require their inclusion, regional and local planning documents were examined to evaluate policy goals and objectives that have direct relevance to the transportation system in the O-W TPO area. The inclusion of regional and local plans was initially identified in the O-W 2040 LRTP Goals & Objectives. While the O-W 2040 LRTP only included county Comprehensive Plans, this update includes municipal Comprehensive Plans, Transportation Plans, and more. These plans focus on quality of life efforts, connectivity, land use, transit, multimodal transportation, and economic development improvements based on needs identified through cooperation with the public and other stakeholders. These plans are utilized throughout the Goals & Objectives, Financial Resources, and Needs Plan Technical Memos of the LRTP and are listed below:

- Florida Transportation Plan
- Florida Strategic Highway Safety Plan
- Florida Bicycle and Pedestrian Plan
- Florida Greenways and Trails System
- Florida Intelligent Transportation System Strategic Plan
- FDOT Shared Use Non-Motorized (SUN) Trail Program
- Comprehensive Economic Development Strategy
- Tri-County Growth Management Plan
- Okaloosa County Comprehensive Plan
- Okaloosa County Transit Development Plan
- Walton County Comprehensive Plan
- Walton County CR 30A Intermodal Strategic Mobility and Transportation Feasibility Study
- Walton County Neighborhood Plan
    - Inlet Beach Neighborhood Plan

- Walton County Mobility Plan
- Bay-Walton Sector Plan
- Bob Sikes Airport Master Plan
- Crestview Comprehensive Plan 2020
- Crestview Comprehensive Transportation Plan
- Crestview Community Redevelopment Area Master Plan
- Crestview Strategic Plan 2020
- DeFuniak Springs 2025 Comprehensive Plan
- DeFuniak Springs Community Redevelopment Strategic Plan 2019
- Destin Comprehensive Plan 2020
- Destin 2017 Biennial Transportation District Monitoring Report
- Destin Pathways Master Plan, 2009 Update
- Eglin Air Force Base Joint Land Use Study
- Eglin AFB Integrated Natural Resources Management Plan
- Fort Walton Beach Comprehensive Plan
- Fort Walton Beach Community Redevelopment Area Plan
- Fort Walton Beach Commerce and Technology Park Master Plan
- Fort Walton Beach Downtown Master Plan
- Destin-Fort Walton Beach Airport Master Plan Update
- Destin-Fort Walton Beach Airport Terminal Area Study
- Freeport Comprehensive Plan
- Niceville Comprehensive Plan
- Niceville Community Redevelopment Agency Plan
- Northwest Florida Transportation Corridor Authority Master Plan[7]
- Shalimar Comprehensive Plan
- Valparaiso Comprehensive Plan
- Valparaiso Strategic Plan

At the time of writing, there were no documents available to utilize from the Town of Mary Esther.

7 The Northwest Florida Transportation Corridor Authority met on September 20, 2018, and voted unanimously approving Resolution 18-02, to become inactive as an authority. The Corridor Authority was dissolved by Florida Senate Bill 1194, effective July 1, 2021.

# 2 Public Involvement Program

## 2.1 Introduction

The Public Involvement Plan was prepared by the Emerald Coast Regional Council (ECRC) for this Long- Range Transportation Plan to define strategies to include a variety of outreach activities designed to solicit feedback in all stages of the planning process from stakeholders of all ages, communities, and interests, in accordance with the Code of Federal Regulation (CFR 450.316) and the MPO Handbook. Faced with the COVID-19 pandemic, the ECRC had to re-assess the public involvement outreach strategy in 2020 to focus solely on virtual public meetings, consistent with other local governments, and direction from the State of Florida. Documentation of public involvement outreach and outcomes is further described in each of the Technical Reports:

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

However, even before the pandemic response, ECRC knew that additional emphasis was needed to enhance the on-line presence to push out the public involvement message to social media. To do so, a short promotional video was produced as part of the Long-Range Transportation Plan production. This video message was designed to be short and informative and a way to capture a segment of the public who might not otherwise be included to participate.

A key component of the public involvement program incorporated public outreach and involvement in the Steering Committee meetings. A total of seven Steering Committee meetings were held during the development of the 2045 Long-Range Transportation Plan, each as noticed public meetings While statistical data is not readily available, it is reasonable to assume that the increased on-line presence in 2020 brought more public involvement to the table than the traditional in-person meetings. While it is difficult to replace the value of in-person communication and explanation, the value of an on-line meeting was instrumental in the development and completion of the final phases of this 2045 Long-Range Transportation Plan.

## 2.2 Emphasis Areas

### 2.2.1 Title VI and Environmental Justice

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin in programs and activities receiving Federal funds. In addition to considering minority and low-income persons as required by Title VI of the Civil Rights Act of 1964, Executive Order 12898 – Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations, the TPO identifies and addresses, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations within the Okaloosa-Walton TPO Study Area. Participation from these ZIP codes was considered by the ECRC Public Involvement team to determine participation levels in the EJ areas compared to the study area to determine if outreach activities are effective in reaching individuals living in these areas.

### 2.2.2 Tribal Coordination

Tribal coordination was initiated by ECRC through the FDOT Office of Environmental Management in October 2018 to obtain the list of federally-recognized Tribes appropriate for consultation on this 2045 Long-Range Transportation Plan: (1) Mississippi Band of Choctaw Indians, (2) Muscogee (Creek) Nation, (3) Poarch Band of Creek Indians, and (4) Seminole Tribe of Florida. An invitation to participate was extended from ECRC to the Tribes. Throughout the process, the TPO staff would e-mail the Tribal contacts for opportunity to comment on the various Long-Range Transportation Plan products.

### 2.2.3 Resource Agency Coordination

Resource agency coordination was initiated by ECRC through direct outreach to the following: (1) Florida Department of Environmental Protection and State Clearinghouse, (2) Florida Department of State Historic Preservation, Division of Historical Resources, (3) Northwest Florida Water Management District, (4) Florida Fish and Wildlife Conservation Commission, (5) National Marine Fisheries Service, and (6) Florida Department of Economic Opportunity.

### 2.2.4 Tourism

Tourism considerations were incorporated through reviewing state and local planning documents to incorporate tourism needs in the development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to establishing tourism development as part of the transportation network: Comprehensive Economic Development Strategy, Florida Greenways and Trails System Plan, Okaloosa County Comprehensive Plan, Walton County Mobility Plan, Bay-

Walton Sector Plan, Fort Walton Beach Community Redevelopment Area Plan, and the Destin Comprehensive Plan. Representation on the Steering Committee included local governments.

### 2.2.5 Natural Disaster Risk Reduction

Natural disaster risk reduction considerations were incorporated through reviewing state and local planning documents to incorporate risk reduction needs in the development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to consideration of natural disaster risk reduction in transportation planning: Florida Transportation Plan, Comprehensive Economic Development Strategy, and the local Comprehensive Plans. Representation on the Steering Committee included local government planning officials to help identify needs for transportation facilities to mitigate risks from natural disasters.

# 3 Goals and Objectives

## 3.1 Introduction

Goals and Objectives set the framework to define the Long-Range Transportation Plan. The Goals and Objectives Technical Report documents the process and outcome of the 2045 Goals and Objectives. The information is summarized below.

## 3.2 Development of Goals and Objectives

The following sources were used to shape the 2045 LRTP goals and objectives: federal transportation legislation, Florida Transportation Plans, FDOT Metropolitan Planning Organization (MPO) Program Management Handbook, local government comprehensive plans, and the Okaloosa-Walton TPO LRTP 2040 goals and objectives. The following is a synopsis of the process used to develop the 2045 Goals and Objectives.

- New and updated federal and state requirements were evaluated for policy-level changes.
- As a new element for the 2045 Goals and Objectives, additional evaluation was prepared for other guiding documents such as state, regional, and local plans that provide overall direction or guidance on transportation policy.
- The 2040 Goals and Objectives were edited to suggest recommended changes for review by ECRC staff and the Steering Committee.
- The Steering Committee met twice to review and discuss the new requirements and recommended changes. Additional input was provided by the Steering Committee in both meetings.
- The draft 2045 Goals and Objectives were presented to the O-W Transportation Planning Organization Board on January 21, 2021; including presentation to the Technical Coordinating Committee and the Citizens Advisory Committee.
- A public meeting was held in October 2020 to review the recommendations from the first Steering Committee meeting. Prior to the public meeting, notice was also provided to the environmental agencies and Tribes. Additional public input was received and incorporated.
- Based on review of the 2040 Goals and Objectives, and review of the federal, state, local, and regional planning documents and requirements, there was one major change and two reorganizations to the Goals for the 2045 Goals & Objectives summarized below:

| Old Goals (2040) | New Goal (2045) |
|---|---|
| Goal B: A transportation system that is user-friendly and maximizes mobility.<br><br>Goal E: A transportation system that is multi-modal, integrated, and connected. | Goal B: A transportation system that is user-friendly, multi-modal, integrated, connected, and maximizes mobility. |

| Old Goals (2040) | New Goal (2045) |
|---|---|
| Goal E: A transportation system that is multi-modal, integrated, and connected. | Combined with Goal B: A transportation system that is user-friendly, multi-modal, integrated, connected, and maximizes mobility. |
| Goal F: A transportation system that is maintained and operated efficiently. | Now Goal E: A transportation system that is maintained and operated efficiently. |
| Goal G: A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes. | Now Goal F: A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes. |

## 3.3 Adopted 2045 Goals and Objectives

The Goals and Objectives Technical Report documents the process and outcome of the 2045 Goals and Objectives. The Steering Committee recommendation, as modified by the public input and comments received following the November 2020 TPO and Committee review, was sent to the Okaloosa-Walton TPO and Committees (Citizens Advisory Committee, and Technical Coordinating Committee) for final action at the February 18, 2021 meetings. The 2045 Goals and Objectives were adopted by the O-W TPO on February 18, 2021 at the recommendation of the Committees as Resolution O-W 21-05. The information is summarized in **Table 8**.

For the 2045 LRTP, the vision and mission statements are continued from the 2040 LRTP, slightly modified by the Steering Committee to bring additional emphasis to modernization of the system and incorporating the needs of both residents and visitors.

- **2045 Vision:** Our vision is to provide a high quality, safe, efficient, reliable and cost-effective multimodal transportation system that enhances economic vitality, military missions, and quality of life while protecting the environment and promoting efficient system management and operation.
- **2045 Mission**: To preserve and enhance reliable transportation systems that are safe, efficient, resilient, socially and environmentally responsible, technologically advanced, financially constrained, coordinated with land use patterns, and allow for modal choice.

**Table 8. 2045 Goals and Objectives (Adopted)**

| | |
|---|---|
| **GOAL A:**<br>**A transportation system that is safe and secure.** | |
| **Objective A.1** | Develop projects that improve safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities). |
| **Objective A.2** | Implement counter-measures to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures. |
| **Objective A.3** | Provide for regional transportation systems that improves emergency response and recovery efforts. |
| **Objective A.4** | Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities). |
| **Objective A.5** | Consider alternate routes and travel times on roads that function as evacuation routes before, during, and after a natural disaster to reduce service interruption probability and when establishing roadway improvement priorities. |
| **Objective A.6** | Decrease the duration of interruptions in service by having assets prepositioned to deal with events. |
| **Objective A.7** | Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multimodal transportation system. |
| **Objective A.8** | Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system. |
| **GOAL B:**<br>**A transportation system that is user-friendly, multimodal, integrated, connected, and maximizes mobility.** | |
| **Objective B.1** | Identify multimodal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area. |
| **Objective B.2** | Integrate bicycle and pedestrian routes and projects into the Long Range Transportation Plan, with increased emphasis on high activity areas such as schools and tourist destinations. |
| **Objective B.3** | Provide multimodal linkages to increase the range and connections of modal choices available. |
| **Objective B.4** | Develop traveler information systems that provide wayfinding and real time traveler information through both physical and online resources. |
| **Objective B.5** | Interconnect land uses and transportation facilities that provide access to essential public services. |
| **Objective B.6** | Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation park-n-ride lots, rail, bus rapid transit, automobile, bicycle facilities, and pedestrian facilities). |
| **Objective B.7** | Expand transit services to improve accessibility, availability, and desirability of transit travel options. |

| | |
|---|---|
| **Objective B.8** | Use emerging technologies to reduce delay and improve reliability and customer service, such as: Intelligent Transportation Systems (ITS), Automated, connected and shared vehicles. |
| **Objective B.9** | Integrate Complete Streets policies and /or multimodal transportation districts (MMTD) into planning documents, project development, and maintenance programs. |
| **GOAL C:**<br>**A transportation system that provides for the effective movement of goods and people.** | |
| **Objective C.1** | Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System (SIS) facilities (such as, but not limited to: highway, airport, seaport, rail and the Strategic Highway Network (STRAHNET)) to allow for the efficient movement of people and goods. |
| **Objective C.2** | Implement projects that will support the military's ability to carry out its missions at the region's installations. |
| **Objective C.3** | Enhance the urban economic vitality by providing a transportation system that considers the needs of the business community and economic development strategies. |
| **Objective C.4** | Be proactive regarding identification of emerging regional and rural employment centers, logistics centers, trade gateways, tourist destinations, and significant regional transportation corridors. |
| **Objective C.5** | Develop and maintain facilities for the transfer of cargo between all modes of transport. |
| **Objective C.6** | Integrate mobility management to improve system reliability with tools such as Intelligent Transportation Systems (ITS). |
| **Objective C.7** | Give priority to transportation improvements that will relieve existing traffic congestion and/or enhance safety. |
| **GOAL D:**<br>**A transportation system that supports a high quality of life, respectful of the social and natural environment, public health, and vulnerable users.** | |
| **Objective D.1** | Consider the health impacts of projects and policies for transportation investments. |
| **Objective D.2** | Design, build, operate, and maintain transportation facilities to accommodate users of all ages, backgrounds, and abilities, including the young, persons with disabilities, the economically challenged, minority and limited English proficiency populations, and the elderly. |
| **Objective D.3** | Address aesthetics during the planning process, including, but not limited to, signage, landscaping, and stormwater management. |
| **Objective D.4** | Provide transportation benefits that are balanced throughout the community. |
| **Objective D.5** | Plan and develop transportation projects that support mixed-use development and urban infill / redevelopment, with an emphasis on providing transit options. |
| **Objective D.6** | Co-locate transportation projects with utilities or other infrastructure investments to focus growth in areas targeted for development or redevelopment. |
| **Objective D.7** | Reduce the number of vehicle miles traveled by supporting local government land use decisions that encourage a denser built environment, such as mixed-use zoning. |
| **Objective D.8** | Maintain air quality attainment status for ground level ozone. |

| | |
|---|---|
| **Objective D.9** | Address environmental resources at an ecosystem scale through collaborative partnerships (such as FWC, etc.) such that multimodal transportation impacts are understood at all levels of project development. |
| **GOAL E:<br>A transportation system that is maintained and operated efficiently.** | |
| **Objective E.1** | Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure. |
| **Objective E.2** | Replace structurally deficient facilities (such as, roads, bridges, and transit) that emphasize preservation of the existing system. |
| **Objective E.3** | Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). |
| **Objective E.4** | Continue to maintain the Congestion Management System to evaluate existing transportation facilities. |
| **Objective E.5** | Promote local government adoption of access management standards. |
| **Objective E.6** | Priority should be given to transportation projects that have already received funding commitments for any of the following project phases: project development and environment (PD&E), final design, or right-of-way purchase. |
| **Objective E.7** | Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities. |
| **Objective E.8** | Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules). |
| **Objective E.9** | Continue to implement an autonomous and Intelligent Transportation System (ITS) plan to improve road efficiency and to maintain traffic flow. |
| **GOAL F:<br>A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes.** | |
| **Objective F.1** | Utilize multiple forms of technology and public outreach in the transportation planning process in order to inform the public of the Long Range Transportation Plan process. |
| **Objective F.2** | Develop transportation projects that are acceptable to the public, business community and the military by early consideration and coordination of local desires and preferences. |
| **Objective F.3** | Obtain a high level of citizen participation in the transportation planning process through an active Citizens' Advisory Committee, public meetings, and continuing access to transportation officials. |
| **Objective F.4** | Make efforts to solicit a wide representation of citizens throughout the TPO service area in the Long Range Transportation Plan process. |
| **Objective F.5** | Make public outreach efforts to citizen groups that desire to learn more about the Long Range Transportation Plan process. |
| **Objective F.6** | Encourage local governments to plan and budget to take advantage of opportunities to match federal, state or local transportation programs in order to maximize funding. |
| **Objective F.7** | Incorporate tourism strategy and planning documents into the needs and project development of the transportation system. |

## 3.4 Adopted 2045 Goals and Objectives – Federal Requirements

**Table 9** shows how the required federal Planning Factors were included in the strategies of 2045 LRTP. An "**x**" indicates the Objective **fulfills** the Goal.

**Table 9. Incorporation of Planning Factors: Federal Requirements**

| | | FEDERAL PLANNING FACTORS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SAFETY | SECURITY | ACCESSIBILITY & MOBILITY | MULTIMODAL CONNECTIVITY | SYSTEM PRESERVATION | ECONOMIC VITALITY | ENVIRONMENTAL QUALITY | SYSTEM EFFICIENCY | RESILIENCY & RELIABILITY | TRAVEL & TOURISM |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| **Goal A: Safe and Secure** | | | | | | | | | | | |
| **Objectives** | A.1 | x | | | | | | | | | |
| | A.2 | x | | | | x | | | x | x | |
| | A.3 | | x | | | | | | x | x | |
| | A.4 | x | x | | | | | | | | |
| | A.5 | | | | | | | | | x | |
| | A.6 | | | | | | | | x | x | |
| | A.7 | | x | | | | | | | x | |
| | A.8 | | x | | | | | | | x | |
| **Goal B: User-Friendly, Multimodal, Integrated, Connected and Maximizes Mobility** | | | | | | | | | | | |
| **Objectives** | B.1 | | | | x | | | | | | |
| | B.2 | x | | | | | x | | | | x |
| | B.3 | | | | x | | | | | | |
| | B.4 | | | | | | | | x | | |
| | B.5 | | | x | | | x | | | | |
| | B.6 | | | | x | | | | | | |
| | B.7 | | | x | | | | | | | |

| FEDERAL PLANNING FACTORS | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | SAFETY | SECURITY | ACCESSIBILITY & MOBILITY | MULTIMODAL CONNECTIVITY | SYSTEM PRESERVATION | ECONOMIC VITALITY | ENVIRONMENTAL QUALITY | SYSTEM EFFICIENCY | RESILIENCY & RELIABILITY | TRAVEL & TOURISM |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | B.8 | | | | | x | | | x | x | |
| | B.9 | x | | | x | | | | | | |
| **Goal C: Effective Movement of People and Goods** | | | | | | | | | | | |
| **Objectives** | C.1 | | | | | x | | | x | | |
| | C.2 | | x | | | | | | x | | |
| | C.3 | | | | | | x | | | | |
| | C.4 | | | x | | | x | | | | x |
| | C.5 | | | x | | | x | | x | | |
| | C.6 | | | | | | | | | x | |
| | C.7 | x | | | | | | | x | | |
| **Goal D: High Quality of Life, Social and Natural Environment, Public Health, and Vulnerable Users** | | | | | | | | | | | |
| **Objectives** | D.1 | | | | | | | x | | | |
| | D.2 | | | x | | | | | x | x | |
| | D.3 | | | | | | | x | | | |
| | D.4 | | | x | | | x | | | | |
| | D.5 | | | x | x | | x | | | | |
| | D.6 | | | | | x | | | x | | |
| | D.7 | | | | | | | x | x | | |
| | D.8 | | | | | | | x | | | |
| | D.9 | | | | | | | x | | x | |
| **Goal E: Maintained and Operated Efficiently** | | | | | | | | | | | |

| FEDERAL PLANNING FACTORS | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | SAFETY | SECURITY | ACCESSIBILITY & MOBILITY | MULTIMODAL CONNECTIVITY | SYSTEM PRESERVATION | ECONOMIC VITALITY | ENVIRONMENTAL QUALITY | SYSTEM EFFICIENCY | RESILIENCY & RELIABILITY | TRAVEL & TOURISM |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Objectives | E.1 | | | | | x | | | | | |
| | E.2 | | | | | x | | | x | | |
| | E.3 | | | | | x | | x | | | |
| | E.4 | | | | | x | | | x | | |
| | E.5 | x | | | | | | | x | | |
| | E.6 | | | | | x | x | | | | |
| | E.7 | | | | | x | | x | x | | |
| | E.8 | | | | x | x | | | x | | |
| | E.9 | | | | | | | | x | | |
| **Goal F: Consistent, Continuing, Cooperative, Comprehensive** | | | | | | | | | | | |
| Objectives | F.1 | | | x | | | | | | | |
| | F.2 | | | | | | x | | | | |
| | F.3 | | | x | | | | | | | |
| | F.4 | | | x | | | | | | | |
| | F.5 | | | x | | | | | | | |
| | F.6 | | | | | | x | | | | |
| | F.7 | | | | | | x | | | | x |

## 3.5 Adopted 2045 Goals and Objectives – Federal Expectations and Emerging Issues

**Table 10** shows how the required federal expectations and emerging issues were included in the strategies of 2045 LRTP. An "**x**" indicates the Objective **fulfills** the Goal. Expectation E18 is optional and does not include Objectives to implement the goal (as indicated with a "**-**").

**Table 10. Incorporation of Planning Factors: Federal Expectations and Emerging Issues**

| | | FEDERAL EXPECTATIONS & EMERGING ISSUES | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | PUBLIC INVOLVEMENT | TRIBAL / AGENCY CONSULTATION | MEASURES OF EFFECTIVENESS | FISCAL CONSTRAINT | STRATEGIC HIGHWAY SAFETY PLAN | FREIGHT | ENVIRONMENTAL MITIGATION | CONGESTION MANAGEMENT | AMERICANS WITH DISABILITIES ACT | MULTIMODAL FEASIBILITY | TRANSIT ASSET MANAGEMENT | MOBILITY ON DEMAND | AGENCY CONSULTATION | SUMMARY OF PUBLIC INVOLVEMENT | IMPACT ANALYSIS / DATA VALIDATION | FDOT REVENUE FORECAST | SUSTAINABILITY / LIVABILITY | SCENARIO PLANNING |
| | | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | E9 | E10 | E11 | E12 | E13 | E14 | E15 | E16 | E17 | E18 |
| **Goal A: Safe and Secure** | | | | | | | | | | | | | | | | | | | |
| **Objectives** | A.1 | | | | | x | | | | x | x | | | | | | | | - |
| | A.2 | | | | | | | | x | | | | | | | | | | - |
| | A.3 | | | | | | | x | | | | | | | | | | x | - |
| | A.4 | | | | | | | | | x | x | | | | | | | x | - |
| | A.5 | | | | | | | | | | | | | | | | | x | - |
| | A.6 | | | | | | | | | | | | | | | | | x | - |
| | A.7 | | x | | | | | | | | x | | | | | | | | - |
| | A.8 | | x | | | | | | | | | | | x | | | | | - |
| **Goal B: User-Friendly, Multimodal, Integrated, Connected and Maximizes Mobility** | | | | | | | | | | | | | | | | | | | |
| **Objectives** | B.1 | | | | | | | | | | x | | | | | | | | - |
| | B.2 | | | | | | | | | x | x | | | | | | | | - |
| | B.3 | | | | | | | | | | x | | | | | | | | - |
| | B.4 | | | | | | | | | | x | | | | | | | | - |

| | | FEDERAL EXPECTATIONS & EMERGING ISSUES | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | PUBLIC INVOLVEMENT | TRIBAL / AGENCY CONSULTATION | MEASURES OF EFFECTIVENESS | FISCAL CONSTRAINT | STRATEGIC HIGHWAY SAFETY PLAN | FREIGHT | ENVIRONMENTAL MITIGATION | CONGESTION MANAGEMENT | AMERICANS WITH DISABILITIES ACT | MULTIMODAL FEASIBILITY | TRANSIT ASSET MANAGEMENT | MOBILITY ON DEMAND | AGENCY CONSULTATION | SUMMARY OF PUBLIC INVOLVEMENT | IMPACT ANALYSIS / DATA VALIDATION | FDOT REVENUE FORECAST | SUSTAINABILITY / LIVABILITY | SCENARIO PLANNING |
| | | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | E9 | E10 | E11 | E12 | E13 | E14 | E15 | E16 | E17 | E18 |
| | B.5 | | | | | | | | | | | | | | | | | x | - |
| | B.6 | | | | | | | | | | x | | | | | | | | - |
| | B.7 | | | | | | | | | | x | x | | | | | | | - |
| | B.8 | | | | | | | | | | x | | x | | | | | | - |
| | B.9 | | | | | | | | | | x | | | | | | | | - |
| **Goal C: Effective Movement of Goods and People** | | | | | | | | | | | | | | | | | | | |
| **Objectives** | C.1 | | | | | | x | | x | | | | | | | | | | - |
| | C.2 | | | | | | | | | | | | | x | | | | | - |
| | C.3 | | | | | | | | | | | | | | | | | | - |
| | C.4 | | | | | | | | | | | | | | | | | x | - |
| | C.5 | | | | | | x | | | | x | | | | | | | | - |
| | C.6 | | | | | | | | x | | | | x | | | | | | - |
| | C.7 | | | | | | | | x | | | | | | | | | | - |
| **Goal D: High Quality of Life, Social and Natural Environment, Public Health, and Vulnerable Users** | | | | | | | | | | | | | | | | | | | |
| **Objectives** | D.1 | | | | | | | x | | | | | | | | | | | - |
| | D.2 | | | | | | | | | x | x | | | | | | | | - |
| | D.3 | | | | | | | x | | | | | | | | | | x | - |
| | D.4 | | | | | | | x | | | | | | | | | | | - |
| | D.5 | | | | | | | x | | | | x | | | | | | | - |
| | D.6 | | | | | | | | | | | | | x | | | | x | - |
| | D.7 | | | | | | | x | x | | | | | | | | | | - |

| FEDERAL EXPECTATIONS & EMERGING ISSUES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | PUBLIC INVOLVEMENT | TRIBAL / AGENCY CONSULTATION | MEASURES OF EFFECTIVENESS | FISCAL CONSTRAINT | STRATEGIC HIGHWAY SAFETY PLAN | FREIGHT | ENVIRONMENTAL MITIGATION | CONGESTION MANAGEMENT | AMERICANS WITH DISABILITIES ACT | MULTIMODAL FEASIBILITY | TRANSIT ASSET MANAGEMENT | MOBILITY ON DEMAND | AGENCY CONSULTATION | SUMMARY OF PUBLIC INVOLVEMENT | IMPACT ANALYSIS / DATA VALIDATION | FDOT REVENUE FORECAST | SUSTAINABILITY / LIVABILITY | SCENARIO PLANNING |
| | | E1 | E2 | E3 | E4 | E5 | E6 | E7 | E8 | E9 | E10 | E11 | E12 | E13 | E14 | E15 | E16 | E17 | E18 |
| | D.8 | | | | | | | x | | | | | | | | | | | - |
| | D.9 | | | | | | | x | | | | | | x | | | | | - |
| **Goal E: Maintained and Operated Efficiently** | | | | | | | | | | | | | | | | | | | |
| **Objectives** | E.1 | | | | x | | | | | | x | x | | | | | | | - |
| | E.2 | | | | | | | | | | | x | | | | | | | - |
| | E.3 | | | | | | | | x | | | | | | | | | x | - |
| | E.4 | | | | | | | | x | | | | | | | | | | - |
| | E.5 | | | | | x | | | x | | | | | x | | | | | - |
| | E.6 | | | | x | | | | | | | | | | | | x | | - |
| | E.7 | | | | | | | x | x | | | | | x | | | | | - |
| | E.8 | | | | | | | | x | | | | | | | | | | - |
| | E.9 | | | | | | | | x | | | | | | | | | | - |
| **Goal F: Consistent, Continuing, Cooperative, Comprehensive** | | | | | | | | | | | | | | | | | | | |
| **Objectives** | F.1 | x | x | x | | | | | | | | | | x | x | | | | - |
| | F.2 | x | x | x | | | | | | | | | | x | x | | | | - |
| | F.3 | x | x | x | | | | | | | | | | | x | | | | - |
| | F.4 | x | x | x | | | | | | | | | | | x | | | | - |
| | F.5 | x | x | x | | | | | | | | | | | x | | | | - |
| | F.6 | | | x | | | | | | | | | | | | | | | - |
| | F.7 | | | | | | | | | | | | | x | | | | | - |

# 4 Evaluation Criteria

## 4.1 Introduction

Evaluation Criteria are derived from the Goals and Objectives to provide an impartial method to evaluate and rank projects in the Long-Range Transportation Plan Needs Plan.

## 4.2 Development of Evaluation Criteria

The Evaluation Criteria Technical Report documents the process and outcome of how the 2045 criteria were developed and applied, including a comparison of changes from 2040 to 2045. The Steering Committee guided development of the Evaluation Criteria through during the November 17th, 2020 meeting by examining the previous 2040 criteria, and incorporating Steering Committee input. The Evaluation Criteria were presented to and approved by the Okaloosa-Walton TPO and Committees by Resolution O-W 21-06 at the February 18, 2021 meetings. The results were applied to evaluate the Needs Plan Projects. The results of the evaluation are provided in the Evaluation Criteria Technical Report, and the Cost Feasible Plan Technical Report where one of the scenarios was based on the adopted Evaluation Criteria.

## 4.3 2045 Evaluation Criteria

The adopted Evaluation Criteria are presented in the **Table 11**. Each objective and evaluation criteria is described in this table and provided with a scoring criteria. Each goal is then further broken down by a weighted score out of 100%.

**Table 11. 2045 Evaluation Criteria**

| Goal A: A transportation System that is safe and secure | | | | | | |
|---|---|---|---|---|---|---|
| Objectives | Evaluation Criteria | Project Score | | | Type | Weight |
| | | 1 | 0.5 | 0 | | |
| Objective A.1, A.2 | Roadway Safety Improvement Strategies (Crash rates based on Signal Four Analytics) | Project implements roadway safety improvements | - | Project does not implement roadway safety Improvements | Updated 2040 | 20% |
| Objective A.1, A.2 | Bicycle and Pedestrian Safety Improvement Strategies (Crash rates based on Signal Four Analytics) | Project implements bicycle and pedestrian safety improvements | - | Project does not implement bicycle and pedestrian safety improvements | New | |
| Objective A.1, A.4 | Community Traffic Safety Team (Project on the Okaloosa or Walton County Community Traffic Safety Team List of Projects) | Project is on the Community Traffic Safety Team List | - | Project is not on the Community Traffic Safety Team List | Updated 2040 | |
| Objective A.3, A.5 | Emergency Response (Project located on or near a hurricane evacuation route designated by Florida Department of | Project is located on hurricane evacuation route | Project is located within 2 miles of | Project is not located on or near hurricane evacuation route | Updated 2040 | |

| Goal A: A transportation System that is safe and secure | | | | | | |
|---|---|---|---|---|---|---|
| Objectives | Evaluation Criteria | Project Score | | | Type | Weight |
| | | 1 | 0.5 | 0 | | |
| | Emergency Management (FDEM)) | | evacuation route | | | |
| Objective A.8 | Security Issues (Project is within 2 miles of military installation, airport, port, or local government center) | Project is within 2 miles of high security location | - | Project is not within 2 miles of high security location | Updated 2040 | |

| Goal B: A transportation system that is user-friendly, multimodal, integrated, connected, and maximizes mobility. | | | | | |
|---|---|---|---|---|---|
| Objectives | Evaluation Criteria | Project Score | | Type | Weight |
| | | 1 | 0 | | |
| Objective B.1, B.2, B.6 | Bicycle/Pedestrian (Project included in TPO's Bicycle/Pedestrian Plan) | Project is included in the TPO's Bicycle/Pedestrian plan | Project is not included in the TPO's Bicycle/Pedestrian plan | Updated 2040 | 20% |
| Objective B.1, B.6, B.7 | Public Transportation (Project is located on an EC Rider Route, an FDOT Park-and-Ride Lot, or a Jumper Route) | Project is located on an EC Rider Route, FDOT Park-and-Ride Lot, or Jumper Route | Project is not located on an EC Rider Route, FDOT Park-and-Ride Lot, or Jumper Route | Updated 2040 | |
| Objective B.2 | Activity Center (Project within two miles of an identified activity center: school, tourist destination, plaza) | Project is within 2 miles of activity center | Project is not within 2 miles of activity center | Updated 2040 | |
| Objective B.9 | Complete Streets (Project is described as a Complete Streets/MMTD project) | Complete Streets/MMTD project. | Not a Complete Streets/MMTD project. | New | |

| Goal C: A transportation system that provides for the effective movement of goods and people. | | | | | |
|---|---|---|---|---|---|
| Objectives | Evaluation Criteria | Project Score | | Type | Weight |
| | | 1 | 0 | | |
| Objectives C.1, C.2 | Base Access (Project on the SIS for Military Access of the Strategic Highway Network (STRAHNET)) | Project is located on SIS for military access | Project is not located on SIS for military access | Updated 2040 | 15% |
| Objectives C.3, C.4 | Economic Reach (Positive Employment Growth from 2015 to 2045 Traffic Analysis Zones along Corridor) | Project is expected to bring positive employment growth | Project is not expected to bring positive employment growth | Updated 2040 | |
| Objective C.3, C.4 | Recreational and Tourism Opportunity (Project is linked to water, campgrounds, parks, and trails, or other key destinations) | Project is linked to key destination | Project is not linked to key destination | Updated 2040 | |
| Objectives C.5 | Intermodal Goods Movement (Project on the SIS, or TPO's Regional Freight Plan Network, or enhances area around freight centers) | Project is located on Regional Freight Plan Network and/or enhances freight center | Project is not located on Regional Freight Plan Network and/or does not enhance freight center | Updated 2040 | |

| Goal D: A transportation system that supports a high quality of life, respectful of the social and nature environment, public health, and vulnerable users. | | | | | |
|---|---|---|---|---|---|
| **Objectives** | **Evaluation Criteria** | **Project Score** | | **Type** | **Weight** |
| | | **1** | **0** | | |
| Objective D.1, D.8, D.9 | Natural Resources (Project reduces transportation impacts to natural resources) | Project is not located in an identified natural resource area | Project is located in an identified natural resource area | New | 15% |
| Objective D.2 | Social Environment (Project is weighted based on location in equity score area) | Project has equity score between 4 - 7 | Project has equity score between 0 - 3 | New | |
| Objective D.5, D.6, D.7 | Mixed-Use (Project located adjacent to mixed-used land zoning and development) | Project is located on mixed-use land zoning | Project is not located on mixed-use land zoning | New | |
| Objective D.8, D.9 | Environmental Impacts (PD&E Study and/or FDOT Consultant ETDM Review) | No impacts identified in PD&E or ETDM Review | Impacts identified in PD&E or ETDM Review | Updated 2040 | |

| Goal E: A transportation system that is maintained and operated efficiently. | | | | | | |
|---|---|---|---|---|---|---|
| **Objectives** | **Evaluation Criteria** | **Project Score** | | | **Type** | **Weight** |
| | | **1** | **0.5** | **0** | | |
| Objective E.4, E.8 | Facility Current Level of Service (LOS) (Regional Transportation Model and TPO's LOS Tables for 2015) | Project corridor has current Failing (LOS E-F) | Project corridor has current LOS C - D | Project corridor has current LOS A – B | Updated 2040 | 20% |
| Objective E.4, E.8 | AADT (2015 FDOT or 2015 Local Government Traffic Counts) | > 40,000 AADT | 20,000 – 40,000 AADT | < 20,000 AADT | Updated 2040 | |
| Objective E.4, E.8 | Roadway Service Deficiency (Project is currently deficient in the Existing Plus Committed Network) | Project corridor has current > 1.3 V/C | Project corridor has current 1.0 to 1.3 V/C | Project corridor has current < 1.0 V/C | Updated 2040 | |
| Objective E.6 | Project Funding (Project has already received partial or full funding for one or more project phases) | Project has received full funding for one or more phases | Project has received partial funding for one or more phases | Project has received no funding for any project phase | New | |

| Goal F: A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes. | | | | | |
|---|---|---|---|---|---|
| **Objectives** | **Evaluation Criteria** | **Project Score** | | **Type** | **Weight** |
| | | **1** | **0** | | |
| Objective F.1, F.2, F.3, F.4, F.5 | Public Involvement (Project was identified as a need through public involvement methods in the 2045 LRTP Process) | Project was identified as a need through public involvement methods | Project was not identified as a need through public involvement methods | New | 10% |
| Objective F.6, F.7 | Local Planning (Project is identified ~~located~~ in a Local Government Comprehensive Plan, or Master Plan) | Project was identified in Local Government Plan | Project was not identified in Local Government Plan | Updated 2040 | |
| Objective F.6 | Federal and State Guidance on Technology (Project identified utilizes technological improvements from federal and statewide guidance such as ITS) | Project includes technological improvements identified in federal and statewide guidance | Project does not include technological improvements identified in federal and statewide guidance | New | |

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

# 5 Financial Resources

## 5.1 Introduction

Financial Resources are determined by the Florida Department of Transportation and communicated to the ECRC and TPOs for use in development of the Long-Range Transportation Plan. The Financial Resources Technical Report documents the available funding, and identifies other potential sources of revenue. **Section 7.7** of this LRTP further discusses how the fiscal constraint calculations were applied.

## 5.2 Development of Financial Resources

**Appendix F** of this Long-Range Transportation plan provides the FDOT Revenue Forecast (November 18, 2018), along with the excerpt from the FDOT *Revenue Forecasting Guidebook* (January 2019) on adjusting to Year of Expenditure costs. Available revenue is determined by the FDOT Revenue Forecast, issued by the FDOT Office of Policy Planning to adjust the values to Present Day for the purpose of estimating project costs, the FDOT inflation factors were applied. This was accomplished by applying the multipliers from the *FDOT Revenue Forecast Guidebook* Appendix C, Table 8a. Project costs are presented in 2018 Present Day Cost dollars based on FDOT 2018 cost estimating guidelines, or by applying estimates from PD&E or Design projects currently in progress. The resulting available revenue (non-SIS) for the Cost Feasible Plan is presented in the table below which forms the basis for the development of the Cost Feasible Plan. The adjusted available funding for non-SIS capacity projects is **$275,880,000** (FY 26-45).

Funding for Strategic Intermodal System (SIS) projects was obtained from the following FDOT SIS Plans: (1) First Five Year Plan (2020/2021 – 2024/2025); Second Five Year Plan (2024/2025 – 2028/2029); and (3) SIS Long-Range Cost Feasible Plan (2029 – 2045). Available funding for SIS projects is identified in each of these three plans. This Long-Range Transportation Plan will be Amended when new SIS funding projections become available.

Funding summaries are presented in **Table 12**. **Table 13** presents the adjustments from Year of Expenditure to Present Day for non-SIS, FY 26-45. These numbers were used for the December 2021 adoption of the Long-Range Transportation Plan.

### Table 12. 2045 Projected Funding

*O-W TPO State and Federal Funds from 2045 Revenue Forecast (Millions of Dollars)*

*Florida Department of Transportation*

| Capacity Programs | Time Periods (Fiscal Years) | | | | | |
|---|---|---|---|---|---|---|
| | 2020 | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | 26-Year Total |
| SIS Highways Construction & ROW | $20.18 | $132.68 | $56.77 | $339.88 | $359.86 | $909.37 |
| Non-SIS | $12.15 | $74.88 | $82.00 | $75.34 | $118.54 | $362.91 |
| Transit | $4.71 | $22.01 | $25.02 | $23.33 | $36.75 | $111.81 |
| TMA / SU Funds | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| **Total Capacity Programs*** | **$37.04** | **$229.57** | **$163.78** | **$438.55** | **$515.15** | **$1,384.09** |

*SIS projects from SIS Adopted 5-Year Plan, Second 5-Year Plan, and 2029-2045 Long Range Cost Feasible Plan (Programmed_Year-of-Expenditure Costs for projects in SIS First Five-Year Plan, and SIS Second Five-Year Plan. Present Day Costs for projects in Long Range Plan). Other costs listed in November 19, 2018 FDOT Revenue Forecast for O-W TPO and Operations and Maintenance Costs are listed by programs, not costs in this report.*

*Data from Tables 5 and 6, November 2018 O-W TPO Revenue Forecast which are presented in Year of Expenditure in the Revenue Forecast. Data in the table above are adjusted down to Present Day (2018) Costs based on the Inflation Factors in Table 8a of Appendix C (Page C-2) of the FDOT Revenue Forecasting Guidebook (January 2019) to convert to 2018 Present Day Costs.*

*Numbers presented in Millions of Dollars. For example: $1,384.09 in the table above means $1,384,090,000 or $1,384.09M.*

### Table 13. 2045 Non-SIS Projected Funding FY 26-45

Adjusted from Year of Expenditure (YOE) to Present Day Cost

| Available Funds (Non-SIS) | YOE Dollars | Multiplier | Present Day Cost |
|---|---|---|---|
| FY 2021-2025 (TIP) | $89,107,200 | 1.19 | $74,880,000 |
| FY 2026-2030 | $108,240,000 | 1.32 | $82,000,000 |
| FY 2031-2035 | $116,777,000 | 1.55 | $75,340,000 |
| FY 2036-2045 | $243,007,000 | 2.05 | $118,540,000 |
| **FY26-45** | **$468,024,000** | - | **$ 275,880,000** |
| | | | |
| **Available Funds (Transit)** | **YOE Dollars** | **Multiplier** | **Present Day Cost** |
| FY 2021-2025 (TIP) | $26,191,900 | 1.19 | $22,010,000 |
| FY 2026-2030 | $33,026,400 | 1.32 | $25,020,000 |
| FY 2031-2035 | $36,115,000 | 1.55 | $23,300,000 |
| FY 2036-2045 | $75,337,500 | 2.05 | $36,750,000 |
| **FY26-45** | **$144,478,900** | **-** | **$85,070,000** |

# 6 Needs Plan

## 6.1 Introduction

The Needs Plan Assessment considers the current and future transportation needs of the Okaloosa-Walton TPO Region without the consideration of financial constraints.

## 6.2 Development of Needs Plan Projects

The Needs Plan process is summarized in **Figure 13**.

Figure 13. Needs Plan Process

### 6.2.1 Existing Plus Committed Network

To determine what roadway projects are initially needed, and Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads within the study area, plus new or expanded (committed) roadways funded for construction within the current Transportation Improvement Program, or as otherwise identified by the local government. These projects are then coded into the transportation model and the model is run with the 2040 land use data to determine deficiencies. A list of Existing plus Committed projects are listed in **Table 14** and shown in **Figure 14**.

Table 14. Existing + Committed Projects

| Roadway | Limits | Project |
|---|---|---|
| **Crestview Bypass West** | I-10/ SR 8/ PJ Adams/ Antioch Road to CR 188 | Construction of New Road Facility |
| **Brooks Bridge** | Perry Avenue to Pier Road | Capacity Improvements |
| **US 98** | SR 87 (Santa Rosa County) to Mary Esther Boulevard | Capacity Improvements |
| **US 98** | Mack Bayou Road to CR 30A | Capacity Improvements |
| **Santa Rosa Boulevard** | Eglin Access Gate to US 98 | Capacity Improvements |
| **Foy Shaw Parkway** | US 90 (SR 10) to John Givens Road | Capacity Improvements |
| **Black Creek Road** | US 331 (SR 83) to SR 20 | Construction of New Road Facility |
| **PJ Adams/ Antioch Road** | I-10 to US 90 | Capacity Improvements and Construction of New Road Facility |
| **East-West Connector** | Antioch Road to Physicians Drive | Construction of New Road Facility and Capacity Improvements |

| Roadway | Limits | Project |
|---|---|---|
| **Destin Cross-Town Connector** | Beach Drive to Benning Drive | Construction of New Road Facility and Capacity Improvements |
| **John King Road** | SR 85 to Live Oak Church Road | Capacity Improvements and Intersection improvements (TSM) |
| **SR 188** | At Marwalt Drive | Intersection improvements (TSM) |
| **SR 188** | At Denton Boulevard | Intersection improvements (TSM) |
| **SR 85** | At Nomad Way | Intersection improvements (TSM) |
| **US 90** | At Mount Olive Road | Intersection improvements (TSM) |

Figure 14. Existing plus Committed Projects

### 6.2.2 E+C Deficiencies

One of the outputs of the Northwest Florida Regional Planning Model is a map showing the road deficiencies. The deficiency map is one of the tools to help determine where and what type of roadway improvements are needed to meet demand of future growth on the infrastructure. Deficiencies are determined from the 2045 Northwest Florida Regional Transportation Model. The 2015 and 2045 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. ECRC, along with FDOT, representatives of real estate development organizations, and local government staff, participated in the Northwest Florida Regional Planning Model Land Use Subcommittee meetings to provide input and connection to this Long-Range Transportation Plan. The data was used by the model to produce travel demand on the roadway network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). The analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2045. For this analysis, the following V/C Ratios were used as shown in **Table 15** and shown in **Figure 15**.

**Table 15. Volume to Capacity Congestion Levels**

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

Figure 15. Existing Plus Committed Project Deficiency Map

### 6.2.3 2040 Needs Plan Review

The next step in the 2045 Needs Plan development was to review prior projects in the previous 2040 Needs Plan. These Projects were reviewed in conjunction with the current deficiency data to determine is the projects were still warranted or if they could be removed for other reasons. Some of these projects have been completed and some of the needs have changed because of changes in the roadway ownership, land use, development patterns, development intensity, and revised population and employment forecasts. Projects that were removed are listed in Table **16**.

**Table 16. Needs Plan Projects Removed**

| Roadway | Limits | Project | Reason not Included in 2045 |
|---|---|---|---|
| **US 98** | Airport Road to Walton County Line | Widen to 6 Lanes | Limits of project have changes and project is under construction |
| **US 98** | Emerald Bay Drive to Tang-O-Mar Drive | Widen to 6 Lanes | Under Construction |
| **US 98** | At Stahlman Avenue | Major Intersection Improvement | Project will be Defined in Ongoing PD&E |
| **US 98** | At CR 30A East | Grade Separated Pedestrian Crossing | Under Construction |

| Roadway | Limits | Project | Reason not Included in 2045 |
|---|---|---|---|
| **US 331** | US 90 to S. of Holly King Road | Widen to 4 Lanes | PD&E Selected No Build |
| **US 331** | S. of Holly King Road to N. of Middle Creek Bridge | Widen to 4 Lanes | PD&E Selected No Build |
| **US 331** | N. of Middle Creek Bridge to S. of CR 2 | Widen to 4 Lanes | PD&E Selected No Build |
| **US 331** | US 90 to Alabama State Line | Widen to 4 Lanes | PD&E Selected No Build |
| **US 331** | Coy Burgess Road to US 90 | Widen to 4 Lanes | Project Completed |
| **SR 20** | SR 293 to Walton County Line | Widen to 4 Lanes | PD&E Selected No Build |
| **SR 20** | Walton County Line to US 331 | Widen to 4 Lanes | PD&E Selected No Build (Except for King Road to Black Creek) |
| **Antioch Road** | Bel Aire Drive to S. of Garret Pitt Road | Widen to 4 Lanes | Under Construction |
| **PJ Adams Parkway** | Key Lime Place to SR 85 | Widen to 4 Lanes | Under Construction |
| **PJ Adams Parkway** | Ashley Drive to Key Lime Place | Widen to 4 Lanes | Under Construction |
| **PJ Adams Parkway** | Wild Horse Drive to Ashley Drive | Widen to 4 Lanes | Under Construction |
| **PJ Adams Parkway** | Wild Horse Drive to I-10) | Widen to 4 Lanes | Under Construction |
| **Beal Parkway** | US 98 to Mary Esther Boulevard | Multi-Modal Study | Study Completed June 2018 |
| **CR 30A Mobility Program** | Walton County | TBD | Study Completed (Projects from Mobility are included in the 2045 LRTP) |
| **Destin Cross-Town Connector** | Beach Drive to Benning Drive | Construction of New Facility | Limits have been Changed, Partially Constructed |

### 6.2.4 TPO Priorities and TIPs

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

### 6.2.5 Review of Planning Documents

The 2045 Long-Range Transportation Plan to a hard look into local and regional planning documents to better understand issues of local importance that have been identified through other efforts. This

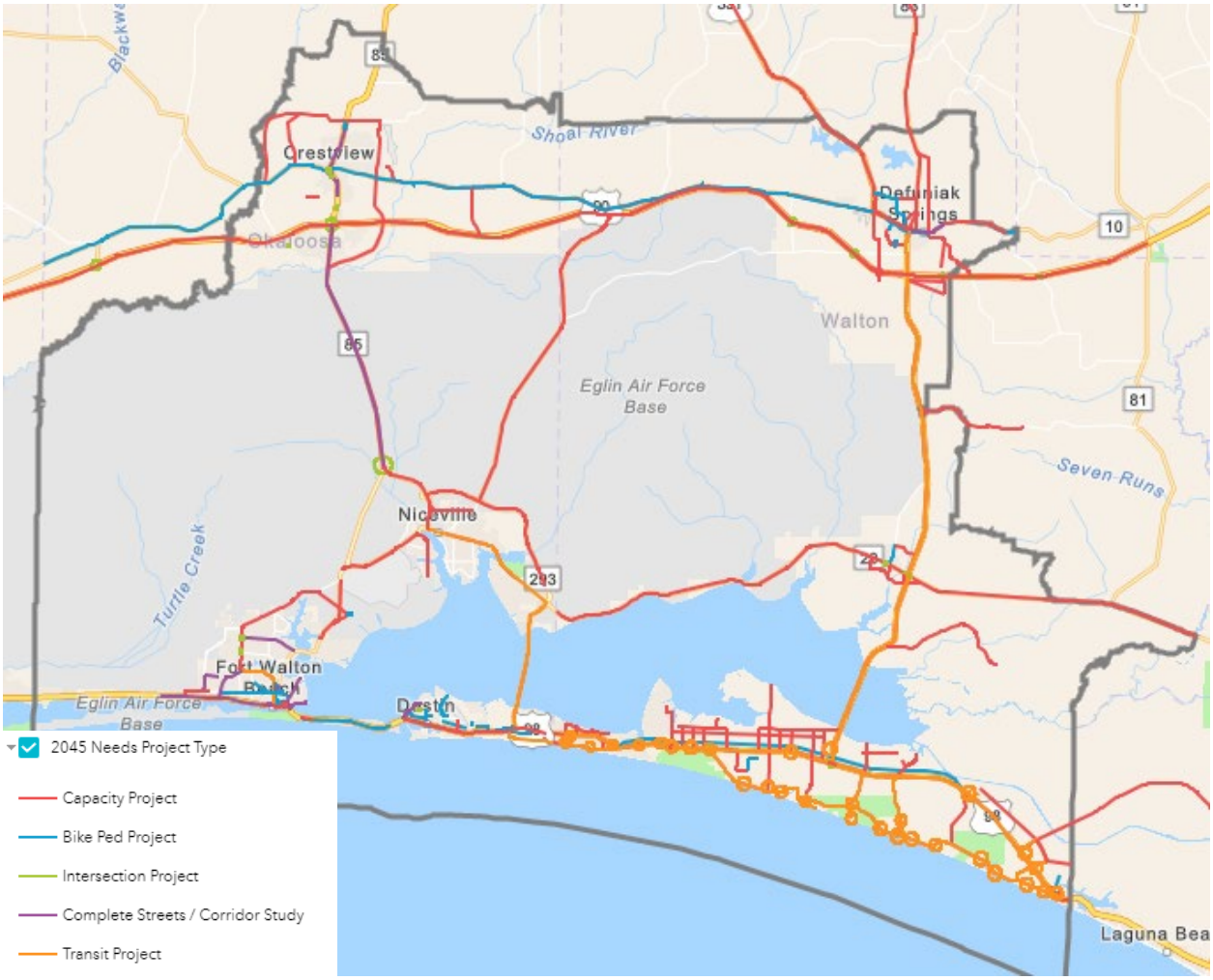
resulted in several new projects added to the Needs Plan for 2045. For example, over 130 projects were added from the Walton mobility Plan. The planning documents reviewed are further examined in the Goals and Objectives, Financial Resources, Needs Plan Technical Reports and listed in **Section 6**.

### 6.2.6 On-line Geographic Information System Map

A notable improvement for the 2045 Long-Range Transportation Plan development was the incorporation of an online Geographic Information System (GIS) map (seen in Figure 16). The GIS map was used to accomplish multiple objectives in throughout the development of Needs Plan. For example, the map was made available to the Steering Committee and presented to the public for both technical and non-technical people to better understand where projects were being proposed, or where there might be gaps or additional needs that had not been addressed. Each project on the map is clickable to provide additional information from the Needs Plan spreadsheet such as the length, a simplified description, reference to previous incorporation in earlier Long-Range Transportation Plans, evacuation routes, and congestion. There are multiple layers for analysis such as:

- Volume to Capacity levels of congestion
- Federal Functional Classification of roadways
- Level of Service
- Bicycle / Pedestrian projects
- Environmental resources such as parks, resource agency management areas, and state forests
- Military installations
- Federal lands
- Community designations, boundaries, and features.

Figure 16. Online GIS Needs Plan Projects



In a related study, ECRC completed a Regional Rural Transportation Plan in 2020, which fulfilled an FDOT Planning Emphasis Area, and included projects which had impacts to the Metropolitan Planning Area and Rural Planning Area boundaries. Long-Range Transportation Plan projects were incorporated into the Rural Plan GIS map for consideration of multiple layers for analysis of other topics such as:

- Environmental Critical Habitat Rivers
- Wildlife Corridors
- Prime Farmland
- State Forests
- National Parks
- State Parks
- Military Facilities
- Strategic Intermodal System (SIS) Facilities (Airports, Seaports, Rail, Waterways, Highways)
- Community features (hospitals, schools, parks)
- Demographic analysis (employment density, population density
- Recreational trails (land and water)
- Planned developments and Development of Regional Impact projects
- Opportunity Zones
- Regional rural projects
- Linkage to Activity Centers
- Park and Ride Lots
- Transit routes
- Railroads
- Evacuation Zones (including Coastal High Hazard areas).

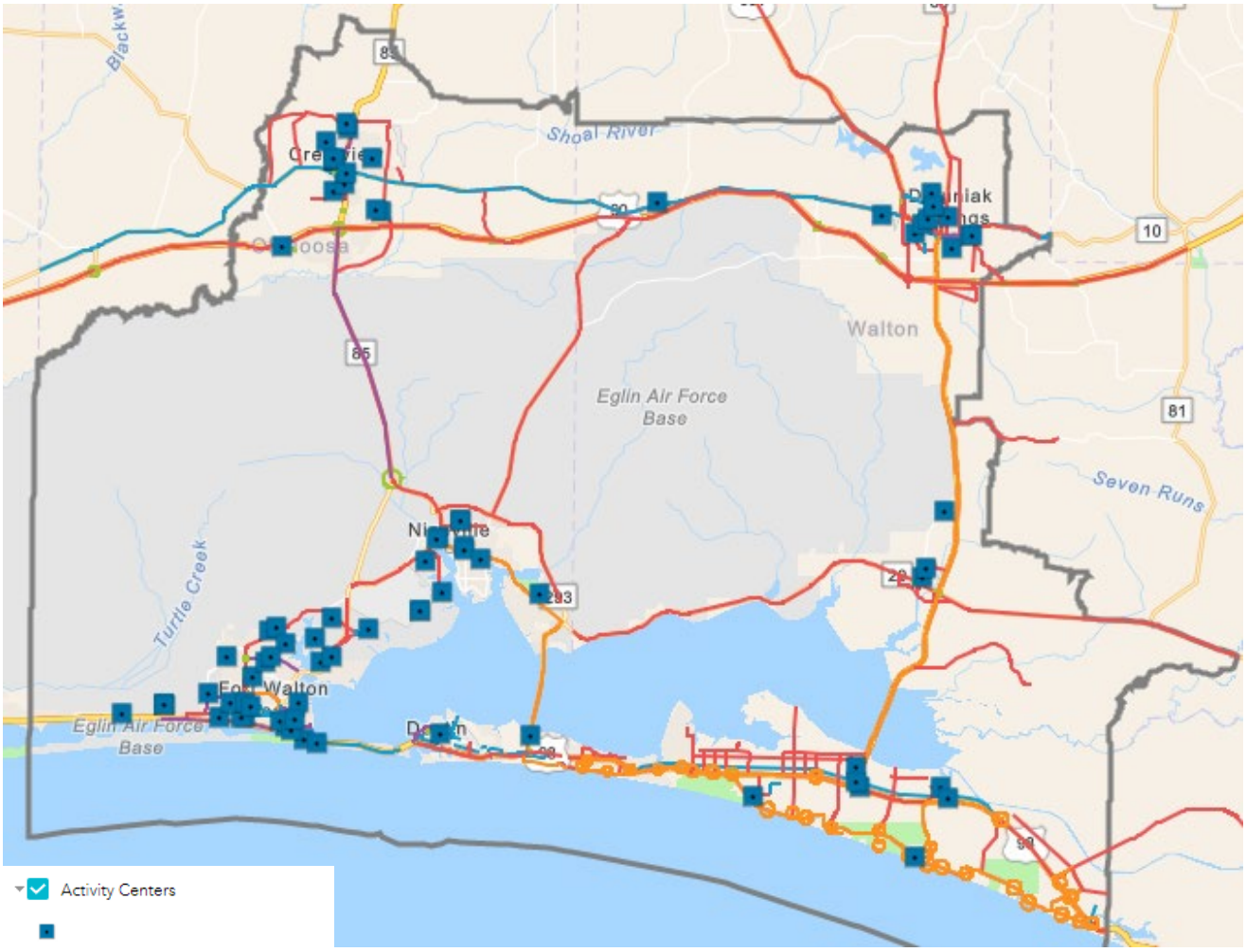
These layers were used for consideration of Needs Plan projects to help determine if a project would have unnecessary or potential adverse environmental impacts that could be avoided. For example, the image in **Figure 17** shows the 2045 Needs Plan projects, along with environmentally sensitive lands.

Figure 17. Online GIS Needs Plan Projects

In addition to environmental factors, a new level of analysis called an equity analysis was conducted to consider social demographics in conjunction with activity centers (destinations).

It is based on categories of demand centers, or activity destinations. It provided the ability to do a "hot spot" analysis to help examine how communities link to activities and destinations. While not an "origin-destination" analysis, equity analysis scoring provides a tool to help consider broader travel and community needs. These activity center locations are generally shown in the image below where darker tones indicate higher demand areas for these activity centers and classifications: airports, seaports, hospital and healthcare, state parks, national parks, military facilities, state forests, industrial land use, commercial land use, employment density, and population density. **Figure 18** shows the Activity Centers for the Okaloosa-Walton region.

Figure 18. Online GIS Map Needs Plan Projects with Activity Centers



The next step was to consider traditionally underserved communities in the equity analysis. The goal of the equity analysis is to highlight areas with higher densities of historically undeserved population. In order to measure the distribution and correlation of underserved populations, the General Planning Consultant to ECRC applied an equity analysis methodology used in other planning projects. For purposes of the analysis, the following socio-economic indicators from the American Community Survey (ACS) define underserved populations:

- Percentage of population below poverty level.
- Percentage of minority population.
- Percentage of zero-vehicle households.
- Percentage of population age 65 or above.
- Percentage of population 18 or below.
- Percentage of means of transportation to work other than personal motor vehicle.
- Percentage of households with limited English proficiency.
- Percentage of population with disabilities.

The analysis used a threshold for each of the above indicators so that the census block groups that have a greater value than the mean (average) value for any given indicator will be given a score of one (1). The scores for the individual categories were then added up into a composite equity score. For example, if a census block group had an above average number of people below poverty level and an above average number of people 65 years of age or older, the census block group was given a score of two (2). The composite equity score has a maximum possible score of eight (8), shown in dark blue on the GIS map, and a minimum possible score of zero (0), shown in light yellow-green on the GIS map. The analysis was conducted within GIS to combine input datasets with geoprocessing to generate spatial overlays and computing summary statistics and scores. This resulted in a heat map style visual representation of a location's composite equity score. The equity analysis was combined with the Activity Centers, so that the two data sets could be mapped and linked. These results were used to assess linkage and potential needs. The higher equity score indicates communities or areas of greater need for traditionally underserved communities.

The equity analysis in **Figure 19** shows the following 2045 Needs Plan projects more important in benefitting traditionally underserved communities (linking between or along areas of darker colors on the GIS map). Transit needs were evaluated with the Okaloosa Transit Development Plan Update.

*Capacity Projects*

- Black Creek Road from US 331 to SR 20 (A-002)
- Bob Sikes Airport Connector from US 90 to Bob Sikes Airport (A-003)
- CR 280A from Ingram Road to Coy Burgess Road (A-005)
- Crestview Bypass East from SR 85 to Airport Road (A-009)
- Eglin Parkway and John Sims Parkways Military Access Facility from SR 123 to Eglin Boulevard (A-012)
- I-10 from Okaloosa/Walton County Line to Walton/Holmes County Line (A-017)
- SR 189 from Mary Esther Parkway to Racetrack Road (A-029)
- SR 189 from Racetrack Road to Eglin AFB West Gate (A-030)
- SR 20 from King Road to Black Creek Boulevard (A-031)
- SR 20 from Cedar Avenue S. to Range Road (A-032)
- SR 85 from 12th Avenue/Richburg Avenue to Eglin AFB West Gate (A-037)
- US 331 from N. of SR 20 to I-10 (A-042)
- US 90 from Okaloosa County Line to US 331 North (A-044b)
- Coy Burgess Flyover - Option 1 from US 331 to Coy Burgess Loop (A-055)
- 1st Street Alternate – Option 4 from US 331 to Bay Ave (A-057)
- Marquis Way East Connector Road from US 331 to SR 20 (A-063)
- Crestview Bypass West from US 90 to SR 85 (A-065a)
- Crestview Bypass West from US 90 to Old Bethel Road (A-065b)
- US 98 Adaptive Signal Control System from Stahlman Avenue to Tequesta Drive (A-066)
- US 331 from SR 20 to Choctawhatchee Bay (A-069)
- Four Mile Road from SR 20 to 83A East (A-076)
- SR 83 from Alabama State Line to WWII Veterans Lane (A-078)
- SR 83 from WWI Veterans Lane to SR 83 Alternatives (A-079)
- CR 280 from CR 280 Connector to I-10 (A-081)
- US 331 S. from US 90 to I-10 (A-082)
- US 90 from CR 183 to 1st Street (A-084)
- CR 280A Connector from CR 280 to CR 280A (A-085)
- McCall Dairy Road Extension from CR 280A to US 331 S. (A-087)
- New I-10 Interchange (west) from US 331 to Coy Burgess Connector (A-088)
- US 90 from US 331 S. to US 331 N. (A-149)
- I-10 Interchange Improvements from SR 81 to SR 85 (A-150)

*Complete Streets Projects*

- 1st Street Complete Streets from St. Marys Avenue to Brooks Street (C-01)
- Brooks Street Complete Streets (C-02)
- Calhoun Avenue Corridor Management Study from Cross Street to US 98 (C-03)
- Ferry Road Complete Streets (C-04)
- SR 188 Corridor Management Study from SR 189 to SR 85 (C-07)
- SR 189 Corridor Management Study from US 98 to Mary Esther Boulevard (C-08)
- SR 393 Corridor Management Study from US 98 to SR 189 (C-09)
- SE 85 Corridor Management Plan from Airport Road to Aplin Road (C-12)

*Intersection Projects*

- CSX Grade-Separated Crossing at S. Main Street and SR 85 (D-03)
- Kelly Intersection at Stahlman Avenue (D-04)
- US 331 Intersection at Oakwood Lakes Boulevard (D-07)
- SR 189 intersection at Lewis Street (D-09)
- SR 189 Intersection at Racetrack Road (D-10)
- SR 85 Intersection at US 90 (D-24)
- SR 189 Intersection at Carmel Drive/Clifford Street (D-26)
- I-10 Interchange at Boy Scout Road (D-27a)
- I-10 Interchange at Bob Sikes Road (D-27b)
- 83A East Intersection at SR 20 (D-32)
- SR 20 Intersection at US 331 (D-34)

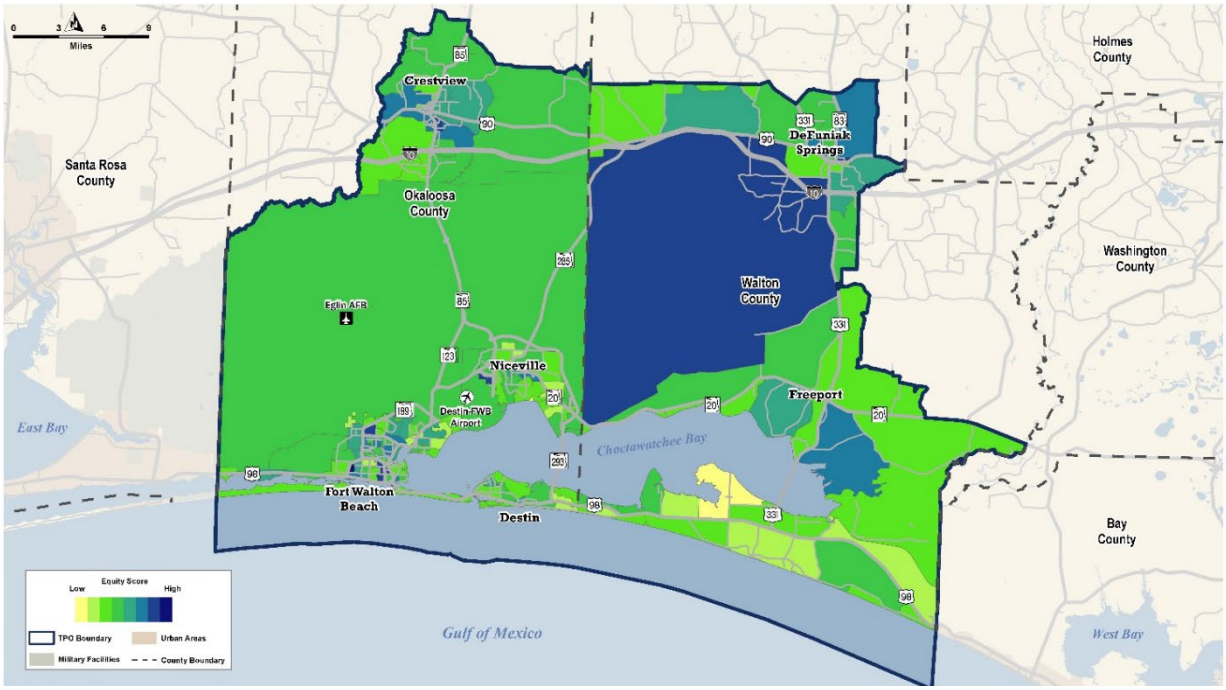
*Bike/Ped Projects*

- Multi-Modal Facility along Hollywood Boulevard from Eglin Parkway to Mary Esther Boulevard (B-19)
- US 90 Trail from Santa Rosa County Line to Holmes County Line (B-36)
- 20th Street Sidewalks from US 331 to US 90 (B-39)
- Baldwin Avenue Sidewalks from 18th Street to 1st Street (B-43)

*Transit Projects*

- SR 189 Transit Stops forms 189 to US 98 (F-01)
- US 331 Enhanced Transit Route from DeFuniak Springs to South County Center Community Mobility Hub (F-19)

Figure 19. Okaloosa-Walton Equity Analysis Map



### 6.2.7 Steering Committee and Local Government Review

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the July 16, 2020 TPO and Advisory Committee Meetings. The membership of the Committee is identified in **Appendix B** of the Needs Plan Technical Report. The Steering Committee met seven times to provide input on the 2045 Needs Plan: (1) September 15, 2020; (2) November 17, 2020; (3) March 18, 2021; (4) May 11, 2021; (5) August 30, 2021; (6) October 5, 2021; and (7) November 9, 2021. The summaries of these meetings are listed in **Appendix B** of the Needs Plan Technical Report. Steering Committee input for the Needs Plan Projects began in September 2020 where Steering Committee members identified specific needs.

Steering Committee review resulted in useful dialog to refine the Needs Plan projects. While not all projects requested could be added to the Needs Plan, the discussion, as documented in the meeting summaries listed in Appendix B of the Needs Plan Technical Report, show active and engaged participation by the local governments to define and shape the Needs Plan. Other projects that were not included on the Needs Plan were able to be referred to the ECRC and FDOT staff for possible implementation through other means such as Transportation System Management (TSM) projects.

In conjunction with the Steering Committee review, additional outreach was provided to the following local governments for focused review of Needs Plan projects:

- Okaloosa County (September 15, 2021)
- Walton County / FDOT (October 4, 2021)
- Crestview (November 17, 2021)
- Walton County Staff (November 22, 2021)
- DeFuniak Springs (November 22, 2021)

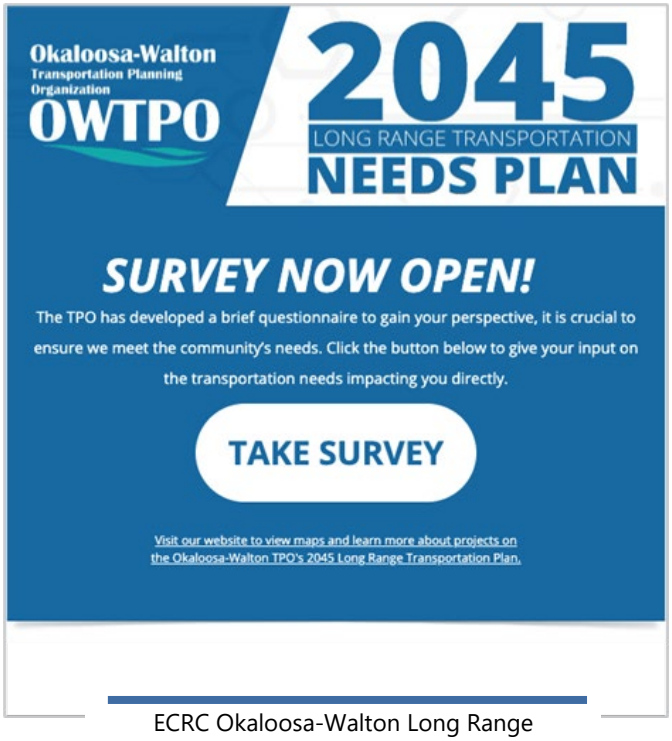
Local government coordination resulted in refinements and additions to the Needs Plan. For example, in meetings with Walton County, the Mobility Plan projects were refined and added to the Needs Plan. DeFuniak Springs requested several projects to assist with mobility and economic development, one of which is now Project C-16 US 90 Complete Streets in the 2045 Needs Plan.

### 6.2.8 Public Involvement

Public Involvement on the Needs Plan Included the noticed, public meetings of the Steering Committee. Members of the public were invited to attend, participate, and provide comment at all meetings. Comments and input from the public are documented in the Needs Plan Technical Report, **Appendix C**, which included, for example, representatives from the Citizen's Advisory Committee.

On Tuesday September 21st, 2021, ECRC hosted a virtual public workshop Out of precaution for COVID-19, staff held the meeting completely virtually but extended the comment period to three weeks, boosted Facebook posts, and sent multiple rounds of email blasts to alert community connections, interested parties, and media partners. The virtual open house, survey, and public comment period were open to the public from September 20, 2021 to October 14, 2021.

The advertisement and Summary of the questions and responses from the virtual public meeting are listed in **Appendix C** of the Needs Plan Technical Report. The survey and results are included in **Appendix C** of the Needs Plan Technical Document. The location of comments by ZIP code is shown in **Figure 20**.

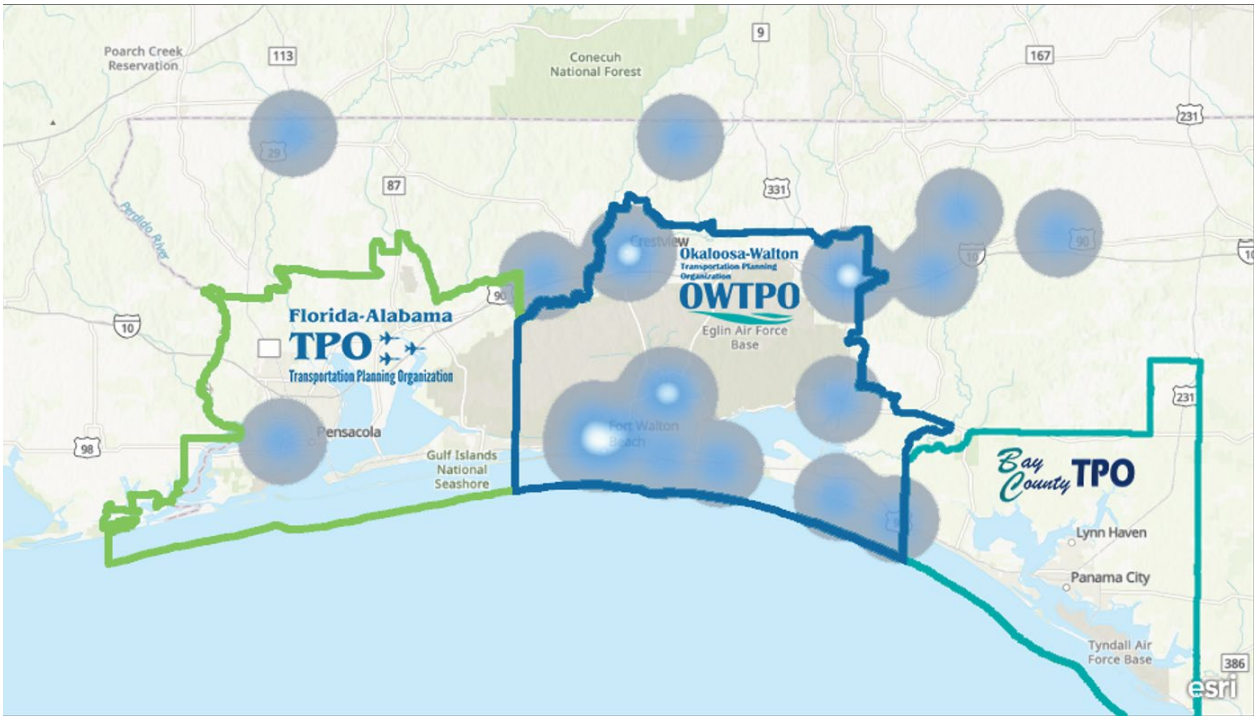



ECRC Okaloosa-Walton Long Range Transportation Plan (LRTP) Needs Plan and Cost Feasible Plan Website

Results of the public outreach are summarized below.

- Public participant rating of project importance was nearly equal for all five categories
  - Complete Streets (23%)
  - Bicycle and Pedestrian Improvements (23%)
  - Capacity (19%)
  - Intersections (18%)
  - Transit (17%)
- The most reported transportation concern for the TPO region over the next 20 years was "Increased traffic/congestion/delay" (44%)

Figure 20. Okaloosa-Walton Needs Plan Comment by ZIP Code




Public input resulted in at least two projects that were added to the Needs Plan. The capacity project on SR 285 from I-10 to SR 293 (A-152), was added in response to public concern for safety of drivers and bicyclists travelling along SR 285 due to lack of passing opportunities.

### 6.2.9 Needs Plan Approval

The draft 2045 Needs Plan was presented to the Technical Coordinating Committee, the Citizen's Advisory Committee, and the Transportation Planning Organization at their October 21, 2021 meetings for draft, and for action at their December 9, 2021 meeting.

- Technical Coordinating Committee (TCC) Meeting: The TCC recommended approval with the following change:
  - Add a capacity project to address current issues with lighting and safety along SR 285 from I-10 to SR 293
- Citizens' Advisory Committee (CAC) Meeting: The CAC recommended approval with no change.
- Transportation Planning Organization (TPO) Meeting: The TPO approved the 2045 Needs Plan as presented and adopted in Resolution O-W 21-22 (**Appendix A**) with no change.

## 6.3 2045 Adopted Needs Plan

The adopted Needs Plan (Resolution O-W 21-22, December 18, 2021, is organized into category of project type:

- Capacity Projects (Table **17**)
- Bicycle / Pedestrian Projects (Table **18)**
- Corridor / Complete Streets Projects (**Table 19**)
- Intersection Projects (**Table 20**)
- Transit Projects (**Table 21**)

To access, and interact with, the online GIS map that shows all of the 2045 Adopted Needs Plan projects visit, Emerald Coast Regional Council (arcgis.com). Purpose and Need statements are provided in **Appendix G.**

**Table 17. 2045 Needs Plan Capacity Projects**

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **A-002** | Black Creek Road | US 331 (SR 83) | SR 20 | Provide 2 lanes new/improved capacity | Walton Co. |
| **A-003** | Bob Sikes Airport Connector | US 90 (SR 10) | Bob Sikes Airport | Provide 4/2 lanes of new capacity | Crestview |
| **A-004** | College Boulevard | SR 85 | SR 285 | Provide 4 lanes of capacity | Niceville |
| **A-005** | CR 280A | Ingram Road | Coy Burgess Road | Provide 2 lanes of new/improved capacity | DeFuniak Springs |
| **A-009** | Crestview Bypass East | SR 85 | Airport Road | New road construction | Crestview |
| **A-011** | Duggan Avenue Extension | Duggan Ave | Arena Road | New road construction | Crestview |
| **A-012** | Eglin Parkway and John Sims Parkway Military Access Facility | SR 123 | Eglin Blvd | Provide additional capacity | Niceville |
| **A-014** | Hollywood Boulevard | Hill Avenue | Doolittle Blvd | Provide 4 lanes of capacity | Fort Walton Beach |
| **A-015** | Hollywood Boulevard Extension | US 98 (SR 30) | Hill Avenue | Construct new 2 lane facility | Fort Walton Beach |
| **A-016** | I-10 | SR 85 Ferdon | Okaloosa / Walton Co. Line | Provide 6 lanes of capacity | Okaloosa Co. |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **A-017** | I-10 | Okaloosa /Walton Co. Line | Walton / Holmes Co. Line | Provide 6 lanes of capacity | Walton Co. |
| **A-018** | I-10 (441038-4) | E. of Yellow River | SR 85 Ferdon | Provide 6 lanes of capacity | Crestview |
| **A-019** | I-10 (441038-3) | 2 mi. W. of Wilkerson Bluff | E. of Yellow River | Provide 6 lanes of capacity | Okaloosa Co. |
| **A-020** | I-10 (441038-2) | CR 189 Log Lake Road | 2 mi. W. of Wilkerson Bluff | Provide 6 lanes of capacity | Okaloosa Co. |
| **A-021** | I-10 (413062-5) | SR 281 (Avalon Blvd) | CR 189 Log Lake Road | Provide 6 lanes of capacity | Okaloosa Co. |
| **A-024** | Mason Cemetery/Jericho Road | I-10 (SR 8) | US 90 (SR 10) | Provide 2 lanes of capacity | Okaloosa Co. |
| **A-025** | Mattie M. Kelly Boulevard | Airport Road | Southern End | Conversion to Airport Road to US98 Connector | Destin |
| **A-026** | Mattie M. Kelly Boulevard Corridor Ext. | US 98 | Airport Road | Right of Way Acquisition | Destin |
| **A-027** | Rock Hill Road - Phase 1 | SR 83 (US 331) | HIGH LONESOME ROAD | Widening and Resurfacing of Existing Lanes | Walton Co. |
| **A-028** | South Walton North/South Connector | CR 30A | US 98 (SR 30) | Construct new 2 lane facility | South Walton County |
| **A-029** | SR 189 (Beal Parkway) | Mary Esther Parkway | Racetrack Road | Provide 6 lanes of capacity | Fort Walton Beach |
| **A-030** | SR 189 (Lewis Turner Boulevard) | SR 188 (Racetrack Road) | Eglin AFB West Gate | Provide 6 lanes of capacity | Fort Walton Beach |
| **A-031** | SR 20 | King Rd | Black Creek Blvd | Provide 4 lanes of capacity | Freeport |
| **A-032** | SR 20 | Cedar Avenue South | Range Road | Widening to 6 lanes | Niceville |
| **A-033** | SR 293 (Mid-Bay Bridge) | South end of the bridge | North end of the bridge | Provide 4 lanes of capacity, add parallel bridge span over Choctawhatchee Bay | Okaloosa Co. |
| **A-034** | SR 293 (Spence Pkwy) | Range Road Interchange | SR 85 North | Provide 4 lanes of capacity | Niceville |
| **A-035** | SR 30 (US 98) Harbor Blvd | CR 30A Calhoun Avenue | Airport Road | Allow for PD&E to add 4 to 6 lanes of capacity | Destin |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **A-036** | SR 388 Ext (Bay County) | SR 79 (Bay County) | US 98 (Walton County) | New 4 lane road construction | Walton Co. |
| **A-037** | SR 85 (Eglin Parkway) | 12th Avenue/Richburg Ave. | Eglin AFB West Gate | Widen to 6 lanes | Okaloosa Co. |
| **A-038** | SR 85 (Eglin Parkway) | General Bond Boulevard | SR 189 | Provide 6 lanes of capacity | Okaloosa Co. |
| **A-039** | SR 85 (220171-5) | McWhorter Avenue | PJ Adams Parkway | Provide 6 lanes of capacity | Crestview |
| **A-040** | SR 85 (220171-6) | PJ Adams Parkway | I-10 /Mirage | Provide 6 lanes of capacity | Crestview |
| **A-041** | SR 85 (220171-4) | SR 123 | McWhorter Avenue | Provide 6 lanes of capacity | Niceville |
| **A-042** | US 331 | North of SR 20 | SR 8 (I-10) | Add 4 to 6 lanes of capacity, Reconstruct | Walton Co. |
| **A-043** | US 331 | US 90 (SR 10) | Alabama State Line | Provide 4 lanes of capacity | DeFuniak Springs |
| **A-044a** | US 90 | Fairchild Rd | SR 285/Mossy Head | Provide 4 lanes of capacity | Okaloosa CO. |
| **A-044b** | US 90 | SR 285 Mossy Head | US 331 (SR 83) North | Provide 4 lanes of capacity | Walton Co. |
| **A-045** | US 98 | CR 30A | US 331 (SR 83) | Provide 6 lanes of capacity | Santa Rosa Beach |
| **A-048** | US 98 | US 331 (SR 83) | Bay County Line | Provide 6 lanes of capacity | Walton Co. |
| **A-049** | US 98 | Brooks Bridge / Santa Rosa Blvd | Gulf National Sea Shore Dr | Add 4 to 6 lanes of capacity | Fort Walton Beach |
| **A-050** | US 98 (Around the Mound) | SR 189 | Brooks Bridge | Provide 4 lanes of capacity, Re-Alignment | Fort Walton Beach |
| **A-051** | West Bay Parkway | US 98 (SR 30) in Walton County | Walton County Line | Provide 2 lane/wide to 4 lane | Walton Co. |
| **A-052** | SR 85 | W John Sims Pkwy | SR 123 | Provide 6 lanes of capacity | Niceville |
| **A-053** | Hewett Bayou Connector | East Lamb Dr | East Hewett Rd | Provide 2 lanes of new capacity | Santa Rosa Beach |
| **A-054** | Chat Holley Rd Connector | Nellie Dr | US 98 | Provide 2 lanes of new capacity | Santa Rosa Beach |
| **A-055** | Coy Burgess Flyover - Option 1 | US 331 (SR 83) | Coy Burgess Loop | Provide 2 lanes of new capacity | DeFuniak Springs |
| **A-056** | Walton County Improvements | 20th St | SR 83 | Provide additional capacity | DeFuniak Springs |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **A-057** | 1st St Alternate- Option 4 | SR 83 (US 331) | Bay Ave | Construct new road | DeFuniak Springs |
| **A-058** | Wabash Alternate - Option 2 | SR 83 (US 331) | US 90 (SR 10) | Construct new road | DeFuniak Springs |
| **A-059** | Park Alternate - Option 3 | SR 83 (US 331) | US 90 (SR 10) | Provide additional capacity and construct a new road | DeFuniak Springs |
| **A-060** | Bruce Ave Extension | US 331 (SR 83) | 25th St | Construct new road | DeFuniak Springs |
| **A-061** | Water Tower Road Connector Rd | Business 331 | US 331 | Construct new road | Freeport |
| **A-062** | Marquis Way East Connector Road | Shipyard Rd | Marquis Way | Construct new road | Freeport |
| **A-063** | Marquis Way East Connector Road | US 331 (SR 83) | SR 20 | Construct new road | Freeport |
| **A-065a** | Crestview Bypass West | US 90 (SR 10) | SR 85 | Provide 4 lanes of new capacity | Crestview |
| **A-065b** | Crestview Bypass West | US 90 | Old Bethel Rd | Provide 4 lanes of capacity | Crestview |
| **A-066** | US 98 Adaptive Signal Control System | Stahlman Ave | Tequesta Dr | Install Adaptive Signal Control Systems | Okaloosa Co. |
| **A-067** | US 98 Adaptive Signal Control System | S Holiday Rd | US 331 | Install Adaptive Signal Control Systems | Walton Co. |
| **A-069** | US 331 | SR 20 | Choctawhatchee Bay | Road Upgrades and Improvements | Freeport |
| **A-070** | SR 20 East | Bay County | Black Creek Blvd | Road Upgrades and Improvements | Walton Co. |
| **A-071** | SR 20 West | Alaqua Dr | Okaloosa County | Road Upgrades and Improvements | Walton Co. |
| **A-073** | Madison St | SR 20 West | Shipyard Rd | Road Upgrades and Improvements | Freeport |
| **A-074** | Marquis Way | Blue Ridge Parkway Extension | US 331 | Road Upgrades and Improvements | Freeport |
| **A-075** | Blue Ridge Parkway Extension | Lagrange Landing | | Road upgrades and construction of new road | Freeport |
| **A-076** | Four Mile Rd | SR 20 | 83A East | Road Upgrades | Freeport |
| **A-077** | Shipyard Rd | 83A East | Marquis Way | Road Upgrades | Freeport |
| **A-078** | SR 83 | Alabama State Line | WW II Veterans Lane | Add 2 lanes to 4 lanes | DeFuniak Springs |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **A-079** | SR 83 | WW II Veterans Lane | SR 83 Alternatives | Add 2 lanes to 4 lanes | DeFuniak Springs |
| **A-080** | SR 83 (9th Street) | SR 83 Alternatives | US Hwy 90 | Road Upgrades | DeFuniak Springs |
| **A-081** | CR 280 | CR 280 Connector (aka SR 83 East Alternative) | Interstate 10 | Road Upgrades | DeFuniak Springs |
| **A-082** | US Hwy 331 South | US Hwy 90 | Interstate 10 | Road Upgrades | DeFuniak Springs |
| **A-083** | US Hwy 331 South | Interstate 10 | US Hwy 90 | Road Upgrades | DeFuniak Springs |
| **A-084** | US Hwy 90 | CR 183 (Holmes County) | 1st Street | Add 2 to 4 lanes | DeFuniak Springs |
| **A-085** | CR 280A Connector (Alternative to CR 280 Connector) | CR 280 | CR 280A | New road construction | DeFuniak Springs |
| **A-086** | CR 280A | CR 280A Connector | CR 280B | Road Upgrades | DeFuniak Springs |
| **A-087** | McCall Dairy Road Extension | CR 280A | US Hwy 331 South | New road construction | DeFuniak Springs |
| **A-088** | New Interstate 10 Interchange (West) | US Hwy 331 South | Coy Burgess Connector | Road enhancements | DeFuniak Springs |
| **A-089** | US Hwy 331 | Jolly Road | Chat Holley Rd | Increase Capacity | Walton Co. |
| **A-090** | US Hwy 331 | Chat Holley Rd | US Hwy 98 | add lanes to increase capacity | Santa Rosa Beach |
| **A-091** | 30A | US Hwy 98 East | CR 395 (Seagrove Beach) | Road Upgrades | Walton Co. |
| **A-092** | 30A | CR 395 (Seagrove Beach) | CR 283 (Grayton Beach) | Road Upgrades | Walton Co. |
| **A-093** | 30A | CR 283 (Grayton Beach) | CR 393 (Gulf Place) | Road Upgrades | Walton Co. |
| **A-094** | 30A | CR 393 (Gulf Place) | US Hwy 98 West | Road Upgrades | Santa Rosa Beach |
| **A-095** | Watersound Parkway | US Hwy 98 | 30A | Road Upgrades | Walton Co. |
| **A-096** | CR 395 | Bay | US Hwy 98 | Road Upgrades | Point Washington |
| **A-097** | CR 395 | US Hwy 98 | 30A | Road Upgrades | Walton Co. |
| **A-098** | CR 283 | Bay | US Hwy 98 | Road Upgrades | Walton Co. |
| **A-099** | CR 283 | US Hwy 98 | 30A | Road Upgrades | Walton Co. |
| **A-100** | DeFuniak Street | 30A | Grayton Beach | Road Upgrades | Walton Co. |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **A-101** | CR 83 (Old Blue Mountain Rd) | US Hwy 98 | 30A | Road Upgrades | Walton Co. |
| **A-102** | CR 393 | Bay | Chat Holley Road | Road Upgrades | Santa Rosa Beach |
| **A-103** | CR 393 | Chat Holley Road | US Hwy 98 | Road Upgrades | Santa Rosa Beach |
| **A-104** | CR 393 | US Hwy 98 | 30A | Road Upgrades | Santa Rosa Beach |
| **A-105** | Watersound Internal | Watersound Parkway | Westbay Parkway | New road construction | Walton Co. |
| **A-106** | Watersound Internal | Westbay Parkway | Serenoa Road | New road construction | Walton Co. |
| **A-107** | Point Washington Connector | CR 395 | Point Washington Road | Road upgrades | Walton Co. |
| **A-108** | Point Washington Road | Point Washington Connector | Harris Street | Road Upgrades | Walton Co. |
| **A-109** | US Hwy 98 Alternative | JD Miller Road | Mack Bayou Road | New road construction | Santa Rosa Beach |
| **A-110** | Chat Holley | US 331 | Church Street | Road Upgrades | Santa Rosa Beach |
| **A-111** | Alderberry Road Extension | Don Bishop Road | Eastern terminus | New road construction | Walton Co. |
| **A-112** | Alderberry Road | Eastern terminus | E. Hewett Road | Road Upgrades | Walton Co. |
| **A-113** | E. Lamb Drive | Goldsby Road | Mack Bayou Road | Road Upgrades | Walton Co. |
| **A-114** | Mack Bayou Road | E. Harborview Road | US Hwy 98 | Road Upgrades | Walton Co. |
| **A-115** | Goldsby Road | E. Lamb Drive | US Hwy 98 | Road Upgrades | Walton Co. |
| **A-116** | West Hewett Rd | E. Lamb Drive Extension | US Hwy 98 | Road Upgrades | Santa Rosa Beach |
| **A-117** | East Hewett Rd | E. Lamb Drive Extension | US Hwy 98 | Road Upgrades | Santa Rosa Beach |
| **A-118** | Don Bishop Rd | Alderberry Rd Extension | US Hwy 98 | Road Upgrades | Santa Rosa Beach |
| **A-119** | Church Street | Chat Holley Road | US Hwy 98 | Road Upgrades | Santa Rosa Beach |
| **A-120** | Veterans Road | Chat Holley Road | US Hwy 98 | New road construction | Santa Rosa Beach |
| **A-121** | Nellie Road | Chat Holley Road | US Hwy 98 | New road construction | Santa Rosa Beach |
| **A-122** | JD Miller | Chat Holley Road | US Hwy 98 | Road Upgrades | Santa Rosa Beach |
| **A-123** | Sugar Drive | US Hwy 98 | Sugar Drive Connector | Road Upgrades | Santa Rosa Beach |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **A-124** | Sugar Drive Connector | Thompson Road | Sugar Drive | New road construction | Santa Rosa Beach |
| **A-125** | Walton Palm Road Extension | N. Orange Street | N. Wall Street | New road construction | Walton Co. |
| **A-126** | Pinewood Lane | North Orange Street | 30A | Road Upgrades | Walton Co. |
| **A-127** | Orange Street | Pinewood Lane | US Hwy 98 | Road Upgrades | Walton Co. |
| **A-128** | Orange Street | US Hwy 98 | West Park Place Avenue | Road Upgrades | Walton Co. |
| **A-129** | US 98 Flyover | US 98 | US 331 | Construct a flyover interchange | Walton Co. |
| **A-130** | Scenic 98 | US 98 | Okaloosa County Line | Road Upgrades and Complete Streets Elements | Miramar Beach |
| **A-131** | US 98 | Mack Bayou Rd | Sandestin Blvd | Road Upgrades and Safety Enhancements | Walton Co. |
| **A-132** | Poinciana Blvd | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | Miramar Beach |
| **A-133** | Driftwood Extension | Forest Shore Dr | US 98 | New road construction | Walton Co. |
| **A-134** | Driftwood Dr | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-135** | Ellis Rd | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-136** | Bradley St | Ellis Road | Driftwood Drive | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-137** | Paynes St | Ellis Road | Driftwood Drive | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-138** | Geronimo St | Bayshore Drive | US Hwy 98 | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-139** | Miramar Beach Dr | US Hwy 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | Miramar Beach |
| **A-140** | North Holiday Rd | Shore Drive | US Hwy 98 | Road Upgrades and Complete Streets Elements | Walton Co. |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **A-141** | Forest Shore Sr | US Hwy 98 | Driftwood Drive Extension | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-142** | Bayshore Dr | Geronimo Street | Darrow Drive | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-143** | Crest Dr | Shore Drive | Geronimo Street | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-144** | Darrow Dr | Bayshore Drive | Forest Shore Drive | Road Upgrades and Complete Streets Elements | Walton Co. |
| **A-145** | US 98 | Sandestin Blvd | Okaloosa County Line | Road Upgrades, Safety Improvements, and Complete Streets Elements | Walton Co. |
| **A-146** | Freeport East Connector | SR 20 East | US 331 | New Road & Complete Street | Walton Co. |
| **A-147** | US Hwy 98 | 30A West | Mack Bayou Road | Widen Road & Complete Street | Walton Co. |
| **A-148** | CR 83 (Old Blue Mountain Rd) Extension | Chat Holley Road | US Hwy 98 | New Road & Complete Street | Santa Rosa Beach |
| **A-149** | US Hwy 90 | US Hwy 331 South | US Hwy 331 North | Safety & Operations | DeFuniak Springs |
| **A-150** | Interstate 10 Interchange Improvements | SR 81 | SR 85 | Widen Interchange | Walton Co. |
| **A-151** | Interstate 10 | CR 280 | Coy Burgess Connector | Frontage Roads | DeFuniak Springs |

**Table 18. 2045 Needs Plan Bike and Pedestrian Projects**

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **B-05** | BL 3: Hutchinson Street (in PW614) | Luke Ave | US 98 | Pathways | Okaloosa Co. |
| **B-08** | CR 883 Madison Street | SR 20 | Freeport Village | Sidewalks | Freeport |
| **B-12** | Jet Drive | Holmes Blvd Ne | Hollywood Blvd NW | Complete Sidewalks | Fort Walton Beach |
| **B-15** | Multi-Modal Facility | Scenic Gulf Drive | MC Davis Boulevard | Multi-Use Trail | Santa Rosa Beach |
| **B-19** | Multi-Modal Facility along Hollywood Boulevard | Eglin Parkway (SR 85) | Mary Esther Boulevard | Sidewalk, Bicycle Lanes | Fort Walton Beach |
| **B-21** | Multi-Modal Facility along the Gulf Power Easement | US 98 (SR 30) | US 98 (SR 30) | Multi-Use Trail | Okaloosa Co. |
| **B-22** | Multi-Modal Facility along US 98 (SR 30) | Main Street | Gulf Shore Drive | Multi-Use Trail | Destin |
| **B-23** | Multi-Modal Facility along US 98 (SR 30) | Indian Bayou Trail | Kelly Plantation Drive | Multi-Use Trail | Destin |
| **B-24** | Multi-Modal Facility along US 98 (SR 30) | Kelly Plantation Drive | Mid-Bay Bridge Road (SR 293) | Sidewalk | Destin |
| **B-25** | Multi-Modal Facility along US 98 (SR 30) | Crystal Beach Drive | Regions Way | Sidewalk | Okaloosa Co. |
| **B-26** | Multi-use Path | Pier Road | Maler Bridge | Multi-Use Facility | Okaloosa Co. |
| **B-29** | Pedestrian access point | | | Pedestrian Access Gate | Okaloosa Co. |
| **B-33** | SR 85 | Commerce Dr | CR 188 / Airport Rd | Bike/Ped Facility | Crestview |
| **B-36** | US 90 Trail | Santa Rosa County Line | Holmes County Line | Trail Construction | Okaloosa & Walton Co. |
| **B-37** | US 98 | Marler | Harbor Boulevard | Pedestrian Improvements | Destin |
| **B-39** | 20th St | US 331 | US 90 | Sidewalk Extension | DeFuniak Springs |
| **B-40** | Country Club Dr/Live Oak Ave | Country Club Ln | 25th St | Sidewalk Extension | DeFuniak Springs |
| **B-41** | 25th St | Baldwin Ave | Live Oak Ave | Sidewalk Extension | DeFuniak Springs |
| **B-42** | Baldwin Ave | US 90 | 18th St | Sidewalk Extension | DeFuniak Springs |
| **B-43** | Baldwin Ave | 18th St | 1st St | Sidewalk Rehabilitation | DeFuniak Springs |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **B-44** | Baldwin Ave and US 331 | Baldwin Ave | US 331 | Pedestrian Bridge | DeFuniak Springs |
| **B-45** | 20th St | US 90 | Baldwin Ave | Proposed Sidewalk Extension | DeFuniak Springs |
| **B-46** | Baldwin Ave | 1st St | US 90 | Proposed Sidewalk Extension | DeFuniak Springs |
| **B-47** | 19th St | Hedger St | | Proposed Sidewalk Extension | DeFuniak Springs |
| **B-48** | Downtown Fort Walton Beach Bike Ped Connections | SR 98 | Hollywood Boulevard NE | Sidewalk and Bike Facility Improvements | Fort Walton Beach |
| **B-49** | Cinco Bayou Bike Ped Connections | Hollywood Boulevard NE | Nicholson St NE | Sidewalk and Bike Facility Improvements | Fort Walton Beach |
| **B-50** | West Destin Bike Ped Connections | East Pass Bridge | Kell Aire Drive | Sidewalk and Bike Facility Improvements | Destin |
| **B-51** | Commons Drive Bike Ped Connections | Main Street | SR 293 | Sidewalk and Bike Facility Improvements | Destin |
| **B-52** | Ped Overpass at SR 85 | SR 85 | Commerce Dr | Construct a Pedestrian overpass | Crestview |
| **B-53** | Thompson Road | Moll Drive Trail Connector | Sugar Drive Connector | Add Sidewalk | Santa Rosa beach |
| **B-54** | Moll Drive Trail Connector | Moll Drive | Thompson Road | Multi-Use Trail | Santa Rosa Beach |
| **B-55** | Splash Drive Trail Connector | Medley Street | Lake Mist Lane | Multi-Use Trail | Walton Co. |
| **B-56** | Wall Street | Lake Mist Lane | US Hwy 98 | New Trail | Walton Co. |
| **B-57** | Wall Street | US Hwy 98 | Gulf | New Trail | Walton Co. |

**Table 19. 2045 Needs Plan Complete Streets Projects**

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **C-01** | 1st Street | St Marys Ave | Brooks St | Provide Complete Streets | Fort Walton Beach |
| **C-02** | Brooks Street | | | Provide Complete Streets | Fort Walton Beach |
| **C-03** | Calhoun Ave | Cross Street | US 98 | Provide Corridor Management Study | Destin |
| **C-04** | Ferry Road | | | Provide Complete Streets | Fort Walton Beach |
| **C-06** | Scenic Highway 98 | Restaurant Row | US 98 | Road Reconstruction and Corridor Study | Okaloosa Co. |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **C-07** | SR 188/Racetrack Rd | SR 189/Beal Pkwy | SR 85 (Eglin Parkway) | Provide Corridor Management Study | Fort Walton Beach |
| **C-08** | SR 189 (Beal Pkwy) | US 98 | Mary Esther Blvd | Provide Corridor Management Study | Fort Walton Beach |
| **C-09** | SR 393 (Mary Esther Boulevard) | US 98 | SR 189 (Beal Parkway) | Provide Corridor Management Study | Fort Walton Beach |
| **C-10** | SE 85 Corridor Management Plan | Airport Rd/Old Bethel Rd | Aplin Rd | Provide Corridor Management Study | Crestview |
| **C-11** | Complete Streets/Corridor Study - SR 85 S Ferdon Blvd | SR 123 (Roger J Clary Hwy) | Mirage Ave | Provide Corridor Management Study | Okaloosa Co. |
| **C-12** | US 98 (SR 30) | Hurlburt Field Entrance | Perry Ave SE | Provide Corridor Management Study | Fort Walton Beach |
| **C-13** | Walter Martin Rd | | | Provide Corridor Management Study | Fort Walton Beach |
| **C-14** | Hill Avenue | Hollywood Boulevard | Lovejoy Road | Provide Corridor Management Study | Fort Walton Beach |
| **C-15** | Lovejoy Road | Hill Avenue | Mary Esther Boulevard | Provide Corridor Management Study | Fort Walton Beach |
| **C-16** | US 90 Complete Streets Project | US 331 South | East End of DeFuniak Springs City Limits | Provide Corridor Management Study | DeFuniak Springs |

**Table 20. 2045 Needs Plan Intersection Projects**

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **D-01** | Antioch Road Realignment | PJ Adams Parkway | PJ Adams Parkway | Road Realignment | Crestview |
| **D-03** | CSX Grade-Separated Crossing at South Main Street SR 85 | South Main Street SR 85 | RRXing | Railroad Crossing Overpass | Crestview |
| **D-04** | Kelly | Stahlman Ave | Stahlman Avenue | Intersection Improvements | Destin |
| **D-05** | Mason Cemetery/Jericho Road | I-10 Interchange | I-10 Interchange | Construct New Interchange | Okaloosa Co. |
| **D-06** | SR 123 and SR 85 | SR 123 | SR 85 | Intersection Improvements | Niceville |
| **D-07** | SR 187 (US 331) | OAKWOOD LAKES BLVD | OAKWOOD LAKES BLVD | Safety Project | DeFuniak Springs |
| **D-08** | SR 189 (Beal Parkway) | Mary Esther Boulevard | Mary Esther Boulevard | Major Intersection Improvements | Fort Walton Beach |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **D-09** | SR 189 (Beal Parkway) | Lewis Street | Lewis Street | Major Intersection Improvements | Fort Walton Beach |
| **D-10** | SR 189 (Beal Parkway) | Racetrack Road | Racetrack Road | Major Intersection Improvements | Fort Walton Beach |
| **D-12** | SR 30 (US 98) | SR 83 (US 331) INTERSECTION | SR 83 (US 331) INTERSECTION | Add Turn Lanes | Walton Co. |
| **D-13** | SR 8 (I-10) | Interchange West of Crestview | Interchange West of Crestview | Interchange Modifications | Okaloosa Co. |
| **D-14** | SR 83/SR 187 (US 331) | SR 10 (US 90) | SR 10 (US 90) | Intersection Improvements | DeFuniak Springs |
| **D-15** | SR 85 | I-10 (SR 8) | I-10 (SR 8) | Intersection Reconstruction | Crestview |
| **D-16** | SR 85 at PJ Adams Parkway (Non-SIS Priority 13) | PJ Adams Parkway | PJ Adams Parkway | Intersection Improvements | Crestview |
| **D-17** | Stahlman | Primrose | Primrose | Intersection Construction | Destin |
| **D-18** | US 90 | Shoemaker Dr | Shoemaker Dr | Intersection Operations Improvements | DeFuniak Springs |
| **D-19** | US 98 | Indian Bayou Trail | Indian Bayou Trail | Construct Road and Intersection | Destin |
| **D-20** | US 98 (SR 30) | Stahlman Avenue | Stahlman Avenue | Major Intersection Improvements | Destin |
| **D-21** | US 98 (SR 30) | Danny Wuerffel Way (SR 293) | Danny Wuerffel Way (SR 293) | Major Intersection Improvements | Okaloosa Co. |
| **D-22** | US 98 (SR 30) | CR 30A (west) | CR 30A (west) | Major Intersection Improvements | Santa Rosa Beach |
| **D-23** | US 98 (SR 30) | US 331 | US 331 | Major Intersection Improvements | Santa Rosa Beach |
| **D-24** | SR 85 | US 90 | US 90 | Major Intersection Improvements | Crestview |
| **D-25** | SR 85 | Redstone Ave | Redstone Ave | Major Intersection Improvements | Crestview |
| **D-26** | SR 189 (Beal Parkway) | Carmel Dr/Clifford St | Carmel Dr/Clifford St | Major Intersection Improvements | Fort Walton Beach |
| **D-27a** | I-10 Interchange | | Boy Scout Rd | Construct I-10 Interchange | Walton Co. |
| **D-27b** | I-10 Interchange | | Bob Sikes Rd | Construct I-10 Interchange | DeFuniak Springs |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **D-27c** | I-10 Interchange | | CR 280A | Construct I-10 Interchange | DeFuniak Springs |
| **D-27d** | I-10 Interchange | | CR 280 | Construct I-10 Interchange | DeFuniak Springs |
| **D-27e** | I-10 Interchange | | CR 183 | Construct I-10 Interchange | Walton Co. |
| **D-32** | 83A East | 83A East | SR 20 | 83A East Intersection Improvements | Freeport |
| **D-33** | Blueridge Parkway & SR20 | Blueridge Parkway | SR 20 | Blueridge Parkway & SR20 Intersection Improvements | Freeport |
| **D-34** | SR 20 and US 331 | SR 20 | US 331 | SR20 and US331 Intersection Improvements | Freeport |
| **D-35** | Mirage Ave | Mirage Ave | Mirage Ave | Major Intersection Improvements | Crestview |

**Table 21. 2045 Needs Plan Transit Projects**

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **F-01** | SR 189 (Beal Pkwy) | SR 189 | US 98 | Public Transit Stops | Okaloosa Co. |
| **F-02** | SR 20/ SR 293 | Niceville | Destin | Express Transit Service | Okaloosa Co. |
| **F-03** | Transit Circulator along Scenic Gulf Dr | Transit Circulator along Scenic Gulf Dr | US 98 (SR 30) | Waterborne Transit Service | Okaloosa & Walton Co. |
| **F-04** | 30A Transit Circulator Phase 1 | Inlet Beach | Hub at Watersound Beach Neighborhood Mobility Hub | Microtransit Circulator | Walton Co. |
| **F-05** | 30A Transit Circulator Phase 2 | Hub at Watersound Beach Neighborhood Mobility Hub | Eastern Lake/Greenway Station Neighborhood Mobility Hub | Microtransit Circulator | Walton Co. |
| **F-06** | 30A Transit Circulator Phase 1 | Eastern Lake/Greenway Station Neighborhood Mobility Hub | Watercolor/ CR 395 Community Mobility Hub | Microtransit Circulator | Walton Co. |
| **F-07** | 30A Transit Circulator Phase 1 | Seagrove Beach / CR 395 Neighborhood Mobility Hub | Grayton Beach Regional Mobility Hub/ CR 283 | Microtransit Circulator | Walton Co. |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **F-08** | 30A Transit Circulator Phase 2 | Grayton Beach Regional Mobility Hub/ CR 283 | Blue Mountain Community Mobility Hub/ CR 83 | Microtransit Circulator | Walton Co. |
| **F-09** | 30A Santa Rosa Beach Transit Circulator Loop Phase 2 | Blue Mountain Community Mobility Hub/ CR 83 | Gulf Place Community Mobility Hub/ CR 393 | Microtransit Circulator | Walton Co. |
| **F-10** | 30A Transit Circulator Phase 1 | Gulf Place Community Mobility Hub/ CR 393 | Dune Allen Beach Neighborhood Mobility Hub | Microtransit Circulator | Walton Co. |
| **F-11** | 30A to Grand Blvd Transit Circulator Phase 2 | Dune Allen Beach Neighborhood Mobility Hub | Grand Boulevard Neighborhood Mobility Hob | Microtransit Circulator | Walton Co. |
| **F-12** | Grayton Beach Transit Circulator Phase 1 | Grayton Beach Regional Mobility Hub/ CR 283 | Grayton Beach Neighborhood Mobility Hub | Microtransit Circulator | Walton Co. |
| **F-13** | Blue Mountain Beach Transit Circulator Phase 1 | Blue Mountain Community Mobility Hub/ CR 83 | Blue Mountain Beach Neighborhood Mobility Hubs | Microtransit Circulator | Walton Co. |
| **F-14** | South County Center Transit Circulator Phase 2 | South County Center Community Mobility Hub (US 331) | Grayton Beach Regional Mobility Hub/ CR 283 | Microtransit Circulator | Walton Co. |
| **F-15** | County Sports Complex Transit Circulator Phase 2 | Walton Sports Complex Community Mobility Hub | Watercolor/ CR 395 Community Mobility Hub | Microtransit Circulator | Walton Co. |
| **F-16** | Inlet Beach to Watersound Transit Circulator Phase 2 | Inlet Beach Regional Beach Access | 30A & Watersound Parkway | Microtransit Circulator | Walton Co. |
| **F-17** | Watersound Transit Circulator Loop Phase 2 | Watersound Parkway Regional mobility Hub | Watersound Parkway Regional Mobility Hub | Microtransit Circulator | Walton Co. |
| **F-18** | US Hwy 98 Transit Service | 30A East | Miramar Beach Regional Mobility Hub | Transit Route | Walton Co. |
| **F-19** | US 331 Enhanced Transit | DeFuniak Springs | South County Center Community Mobility Hub | Enhanced Transit Route | Walton Co. |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **F-20** | Scenic 98 Transit Circulator Phase 1 (Top Priority) | Miramar Beach Regional Mobility Hub | Driftwood Drive & US 98 Community Mobility Hubs | Microtransit Circulator | Walton Co. |
| **F-21** | Sandestin Transit Circulator Phase 2 | Grand Blvd Neighborhood Mobility Hub | Miramar Beach Regional Mobility Hub | Microtransit Circulator | Walton Co. |
| **F-22** | US Hwy 98 Transit Service | Miramar Beach Regional Mobility Hub | US 98 Community Mobility Hub & Future Okaloosa County / Destin Mobility Hub | Transit Route | Walton Co. |
| **F-23** | Driftwood Community Mobility Hub | North of Scenic 98 on Driftwood Drive | | Mobility Hub | Walton Co. |
| **F-24** | US 98 West Community Mobility Hub | US Hwy 98 east of Ellis Road | | Mobility Hub | Walton Co. |
| **F-25** | Miramar Beach Regional Mobility Hub | Vicinity of US 98 and Scenic 98 | | Mobility Hub | Walton Co. |
| **F-26** | Seascape Neighborhood Mobility Hub | Scenic 98 between Seascape Blvd and Holiday Road | | Mobility Hub | Walton Co. |
| **F-27** | Sandestin Neighborhood Mobility Hub | Vicinity of US 98 and Sandestin Blvd | | Mobility Hub | Walton Co. |
| **F-28** | Grand Blvd Neighborhood Mobility Hub | Within the Grand Blvd Development | | Mobility Hub | Walton Co. |
| **F-29** | Grayton Beach Regional Mobility Hub (#1 Priority) | CR 283, north of 30A | | Mobility Hub | Walton Co. |
| **F-30** | Gulf Place Community Mobility Hub (#2 Priority) | CR 393, just north of 30A | | Mobility Hub | Walton Co. |
| **F-31** | Grayton Beach Neighborhood Mobility Hub (#3 Priority) | Located at Grayton Beach off DeFuniak Street, south of 30A | | Mobility Hub | Walton Co. |
| **F-32** | Dune Allen Beach | Several potential locations are being considered along 30A, | | Mobility Hub | Walton Co. |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| | Neighborhood Mobility Hub (#4 Priority) | between CR 393 and Bishop Road, in close proximity to regional beach access. | | | |
| **F-33** | Seacrest Neighborhood Mobility Hub (#5 Priority) | Several potential locations are being considered along 30A, between Watersound Parkway and the Hub, in close proximity to beach access. | | Mobility Hub | Walton Co. |
| **F-34** | Seagrove Beach Neighborhood Mobility Hub (#6 Priority) | Several potential locations are being considered along 30A, between CR 395 and Eastern Lake, in close proximity to beach access. | | Mobility Hub | Walton Co. |
| **F-35** | CR 395 Community Mobility Hub | Several potential locations are being considered on CR 395 between 30A and Watersound. | | Mobility Hub | Walton Co. |
| **F-36** | Inlet Beach Community Mobility Hub | Several potential locations are being considered within Inlet Beach, south of US Hwy 98. | | Mobility Hub | Walton Co. |
| **F-37** | Watercolor / Seaside Neighborhood Mobility Hub | The existing community parking area between Seaside and Watercolor serving the Van Ness Butler Jr. Regional Beach Access. | | Mobility Hub | Walton Co. |
| **F-38** | Blue Mountain Beach Community Mobility Hub | Several potential locations are being considered in close proximity to the 30A and CR 83 intersection, serving Blue Mountain Beach. | | Mobility Hub | Walton Co. |
| **F-39** | Watersound Beach Neighborhood Mobility Hub | Potential location at the Hub | | Mobility Hub | Walton Co. |
| **F-40** | Santa Rosa Beach Neighborhood Mobility Hub | Several potential locations along 30A, east of CR 393, in Santa Rosa Beach. | | Mobility Hub | Walton Co. |
| **F-41** | Watercolor / 395 Neighborhood Mobility Hub | Several potential locations are being considered in close proximity to the 30A and CR 395 intersection, serving Seagrove Beach. | | Mobility Hub | Walton Co. |

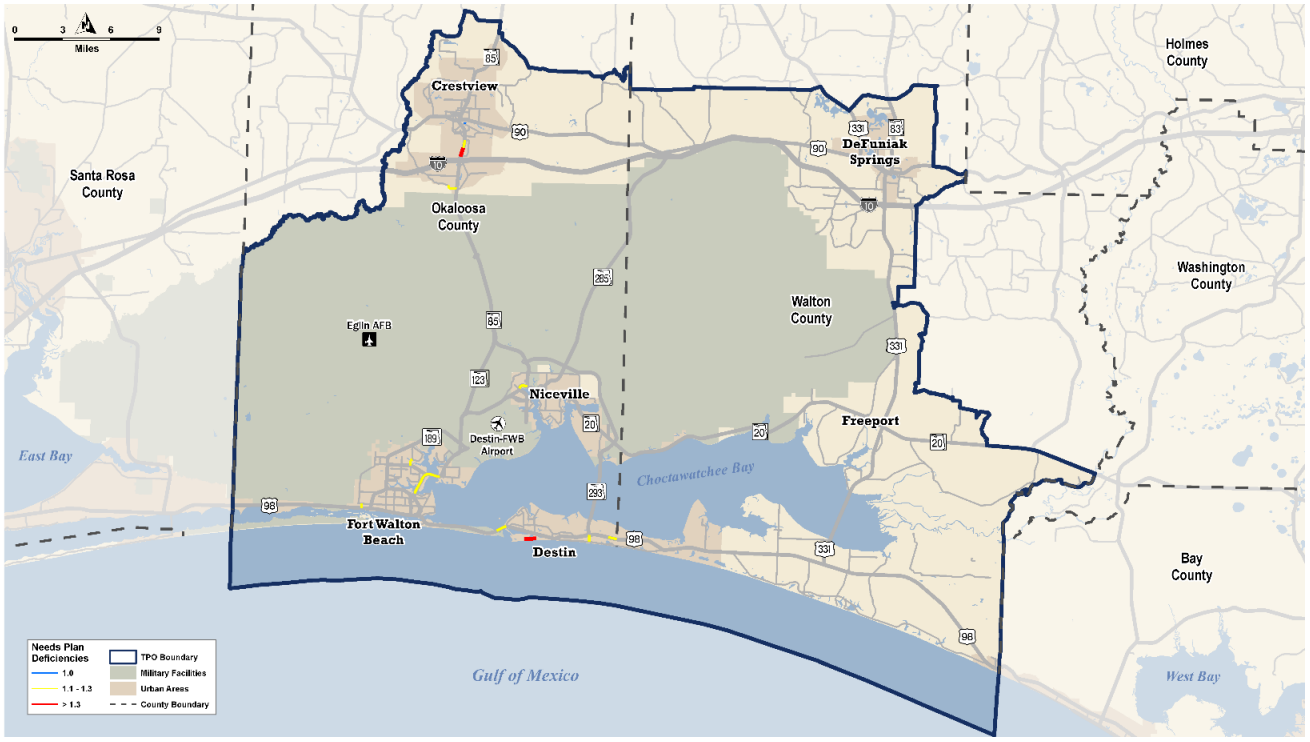
| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **F-42** | Watersound Origins Regional Mobility Hub | Within Watersound Origins, in close proximity to the US Hwy 98 and Watersound Parkway intersection. | | Mobility Hub | Walton Co. |
| **F-43** | Alys Beach Neighborhood Mobility Hub | Location within Alys Beach | | Mobility Hub | Walton Co. |
| **F-44** | Rosemary Beach Neighborhood Mobility Hub | Location within Rosemary Beach | | Mobility Hub | Walton Co. |
| **F-45** | Greenway Station Neighborhood Mobility Hub | Location within Greenway Station development, just to the west of Eastern Lake. | | Mobility Hub | Walton Co. |
| **F-46** | South County Center Community Mobility Hub | South County Center, off US 331, between Chat Holley and US Hwy 98. | | Mobility Hub | Walton Co. |
| **F-47** | Walton County Sports Complex Community Mobility Hub | Community Mobility Hub serving Seagrove Beach, Seaside and Watersound. 250 spot parking lot. County owns land. Would serve as 2nd phase of South Walton Park-Once Environment, depending on demand for the 395 & 30A Community Mobility Hub and could serve as location of future parking garage if land is unavailable along 395. | | Mobility Hub | Walton Co. |
| **F-48** | Hospital / Mac Bayou Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and Mack Bayou intersection. | | Mobility Hub | Walton Co. |
| **F-49** | 30A West Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and 30A West intersection. | | Mobility Hub | Walton Co. |
| **F-50** | Santa Rosa Beach Publix Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and Nellie Road intersection. | | Mobility Hub | Walton Co. |
| **F-51** | Super Wal-Mart Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and W Hewett Road intersection. | | Mobility Hub | Walton Co. |

| Map ID | Project Name | From | To | Improvement | Place(s) |
|---|---|---|---|---|---|
| **F-52** | Westbay Parkway Regional Mobility Hub | Within Watersound Origins, in close proximity to the US Hwy 98 and Westbay Parkway intersection. | | Mobility Hub | Walton Co. |

### 6.3.1 Needs Plan Deficiencies

The Needs Plan projects were incorporated into the Northwest Florida Regional Planning Model to determine how the deficiencies would be addressed. The result in shown in **Figure 21.**

Figure 21. 2045 Adopted Needs Deficiencies




### 6.3.2 Needs Plan Cost Development

Some LRTPs in Florida have used transportation costs identified in a statewide FDOT book called Transportation Costs. However, FDOT District III representatives have mentioned the costs identified in this book are not realistic for the FDOT District III region. Therefore, the TPO staff and FDOT District III staff agreed to develop reasonable costs to be utilized for this LRTP. These costs are 2018 costs and are typical costs of project phases in District III. The costs were furnished by the FDOT District III Work Program Production Division. Project costs were developed through various forms of information including the following:

- FDOT District Three general transportation cost
- Specific project costs from completed PD&E studies
- Specific project costs from local government design plans.

Project costs are primarily based on estimates developed through the FDOT District Three general costs per mile (Table **22**). These guidelines provide planning-level project costs. Where specific data was unavailable from a completed PD&E study, an assumption was made about the costs per mile for new construction or widening an existing facility and whether the project was in an urban or rural area. Project cost estimates were developed for each phase of the project. These typical phases include:

The first phase is the Project Development and Environment study which must be completed for transportation projects to evaluate corridor alternatives, solicit public input, and receive concept approvals. Florida utilizes the PD&E process. Where project cost estimates were developed, those numbers were applied.

The second phase is Final Design which is the development of a complete set of detailed design drawings of the selected corridor concept. Final Design also is referred to as Preliminary Engineering.

The third phase is Right-of-Way which involves purchasing needed land and easements for construction and wetland or drainage mitigation.

The fourth phase is Construction which involves the actual construction of the project.

A parallel phase is Construction Engineering and Inspection which involves inspection of the construction project to provide compliance with the final design specifications.

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

Project costs were estimated by applying the above-mentioned assumptions, wherever applicable, to PD&E, final design, ROW, or construction costs obtained from PD&E and or final design studies from the before mentioned sources. Barring any readily available cost estimates from these sources, costs for construction phases were estimated by using cost data available from the FDOT. The unit cost method estimates the total construction cost of a roadway project by multiplying the total length of a project by the unit cost of construction for the particular facility type. Unit costs for highway are categorized based on construction type (new or widening project), location (urban or rural), existing number of lanes (ranging from zero to six), proposed number of lanes (ranging from two to eight), and facility type (divided or undivided, arterial or interstate).

**Table 22. Cost Per Mile**

| Lanes | Description | Construction Cost Per Mile |
|---|---|---|
| | **Florida Projects** | |
| **2** | New Construction Undivided Arterial (Rural) | $3,505,836.39 |
| **4** | New Construction Undivided Arterial (Rural) | $5,536,583.00 |
| **6** | New Construction Undivided Arterial (Rural) | $6,277,111.18 |
| **4** | Widen Existing 2 Lane to 4 Lane Divided Arterial (Rural) | $5,050,479.63 |
| **6** | Widen Existing 4 Lane to 6 Lane Divided Arterial (Rural) | $4,443,955.05 |
| **2** | New Construction Undivided Arterial (Urban) | $5,474,172.43 |
| **4** | New Construction Undivided Arterial (Urban) | $8,351,463.47 |
| **6** | New Construction Undivided Arterial (Urban) | $9,564,962.44 |
| **4** | Widen Existing 2 Lane to 4 Lane Divided Arterial (Urban) | $7,218,487.61 |
| **6** | Widen Existing 4 Lane to 6 Lane Divided Arterial (Urban) | $5,852,065.47 |
| **8** | Widen Existing 6 Lane to 8 Lane Divided Arterial (Urban) | $5,668,875.87 |
| **6** | Widen 4 Lane Interstate to 6 Lane Interstate | $5,241,058.60 |
| **8** | Widen 6 Lane Interstate to 8 Lane Interstate | $5,516,635.25 |
| **--** | Paved Shoulders | $194,550.41 |
| **--** | Sidewalks | $388,834.46 |

Where capacity improvements included bridges, bridge costs (such as overpasses) were calculated at $185/square foot with a 15% contingency. Transit costs were estimated based on the following: $550,000 / bus; $77.05 operating cost / hour; $209.94 / sign; $6,092.20 / shelter; and $1,039.75 / bench.

The costs of the 2045 Needs Plan projects are listed in Table **23** – Table **27**. The costs are based on the unit costs listed in Table **22** and were refined based upon Project Development and Environment Studies as well as local knowledge of the area based upon the Steering Committee review of the Needs Plan projects. These projects include both Strategic Intermodal System (SIS) and non-SIS projects. It does not include the two Aspirational projects estimated at a total of $ 868,824,843.

**2045 Needs Plan Costs Shown by Project Category**

| | | |
|---|---|---|
| Capacity Projects (140) | $ | 4,861,149,846 |
| Complete Streets / Corridor Management Projects (15) | $ | 56,609,007 |
| Intersection Projects (33) | $ | 327,223,031 |
| Transit Projects (52) | $ | 55,512,109 |
| Bicycle / Pedestrian Projects (34) | $ | 143,566,516 |
| ***Total*** | **$** | **5,414,060,505** |

### Table 23. 2045 Needs Plan Costs: Capacity Projects

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-002** | Black Creek Road | US 331 (SR 83) | SR 20 | Provide 2 lanes new/improved capacity | Walton Co. | $3,938,347 | $7,876,693 | $7,876,693 | $19,691,733 | $39,383,466 |
| **A-003** | Bob Sikes Airport Connector | US 90 (SR 10) | Bob Sikes Airport | Provide 4/2 lanes of new capacity | Crestview | $585,587 | $1,171,173 | $1,171,173 | $6,734,246 | $9,662,179 |
| **A-004** | College Boulevard | SR 85 | SR 285 | Provide 4 lanes of capacity | Niceville | $925,613 | $1,388,419 | $4,628,064 | $10,644,548 | $17,586,644 |
| **A-005** | CR 280A | Ingram Road | Coy Burgess Road | Provide 2 lanes of new/improved capacity | DeFuniak Springs | $172,116 | $344,233 | $1,721,165 | $3,958,678 | $6,196,192 |
| **A-009** | Crestview Bypass East | SR 85 | Airport Road | New road construction | Crestview | $15,300,000 | $15,451,627 | $15,451,627 | $88,846,857 | $135,050,111 |
| **A-011** | Duggan Avenue Extension | Duggan Ave | Arena Road | New road construction | Crestview | $346,465 | $692,929 | $692,929 | $3,984,342 | $5,716,664 |
| **A-012** | Eglin Parkway and John Sims Parkway Military Access Facility | SR 123 | Eglin Blvd | Provide additional capacity | Niceville | $502,694 | $1,005,388 | $1,005,388 | $5,780,980 | $8,294,449 |
| **A-014** | Hollywood Boulevard | Hill Avenue | Doolittle Blvd | Provide 4 lanes of capacity | Fort Walton Beach | $90,746 | $136,120 | $589,851 | $1,043,584 | $1,860,301 |
| **A-015** | Hollywood Boulevard Extension | US 98 (SR 30) | Hill Avenue | Construct new 2 lane facility | Fort Walton Beach | $593,000 | $1,686,964 | $6,757,215 | $9,700,041 | $18,737,220 |
| **A-016** | I-10 | SR 85 Ferdon | Okaloosa / Walton Co. Line | Provide 6 lanes of capacity | Okaloosa Co. | $18,169,932 | $36,339,865 | $36,339,865 | $208,954,223 | $299,803,885 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-017** | I-10 | Okaloosa /Walton Co. Line | Walton / Holmes Co. Line | Provide 6 lanes of capacity | Walton Co. | $8,331,794 | $15,622,115 | $10,414,743 | $119,769,545 | $154,138,197 |
| **A-018** | I-10 (441038-4) | E. of Yellow River | SR 85 Ferdon | Provide 6 lanes of capacity | Crestview | $10,445,888 | $20,891,776 | $20,891,776 | $120,127,711 | $172,357,151 |
| **A-019** | I-10 (441038-3) | 2 mi. W. of Wilkerson Bluff | E. of Yellow River | Provide 6 lanes of capacity | Okaloosa Co. | $7,813,184 | $15,626,369 | $15,626,369 | $89,851,621 | $128,917,544 |
| **A-020** | I-10 (441038-2) | CR 189 Log Lake Road | 2 mi. W. of Wilkerson Bluff | Provide 6 lanes of capacity | Okaloosa Co. | $5,520,185 | $11,040,369 | $11,040,369 | $63,482,124 | $91,083,047 |
| **A-021** | I-10 (413062-5) | SR 281 (Avalon Blvd) | CR 189 Log Lake Road | Provide 6 lanes of capacity | Okaloosa Co. | $49,681,662 | $99,363,324 | $99,363,324 | $571,339,115 | $819,747,426 |
| **A-024** | Mason Cemetery/Jericho Road | I-10 (SR 8) | US 90 (SR 10) | Provide 2 lanes of capacity | Okaloosa Co. | $521,792 | $2,087,166 | $6,261,499 | $12,001,206 | $20,871,663 |
| **A-025** | Mattie M. Kelly Boulevard | Airport Road | Southern End | Conversion to Airport Road to US98 Connector | Destin | $323,126 | $646,253 | $646,253 | $3,715,953 | $5,331,584 |
| **A-026** | Mattie M. Kelly Boulevard Corridor Ext. | US 98 | Airport Road | Right of Way Acquisition | Destin | $331,187 | $662,375 | $662,375 | $3,311,874 | $4,967,811 |
| **A-027** | Rock Hill Road - Phase 1 | SR 83 (US 331) | HIGH LONESOME ROAD | Widening and Resurfacing of Existing Lanes | Walton Co. | $2,311,018 | $4,622,036 | $4,622,036 | $11,555,090 | $23,110,180 |
| **A-028** | South Walton North/South Connector | CR 30A | US 98 (SR 30) | Construct new 2 lane facility | South Walton County | Locally funded by Walton Co. | $2,523,326 | $2,523,326 | $14,509,125 | $19,555,777 |
| **A-029** | SR 189 (Beal Parkway) | Mary Esther Parkway | Racetrack Road | Provide 6 lanes of capacity | Fort Walton Beach | $613,827 | $920,741 | $6,138,270 | $7,059,011 | $14,731,849 |
| **A-030** | SR 189 (Lewis Turner Boulevard) | SR 188 (Racetrack Road) | Eglin AFB West Gate | Provide 6 lanes of capacity | Fort Walton Beach | $2,554,848 | $5,109,695 | $12,774,238 | $29,380,749 | $49,819,530 |
| **A-031** | SR 20 | King Rd | Black Creek Blvd | Provide 4 lanes of capacity | Freeport | Complete | Funded FY 23/24 | $70,200,000 | $139,840,000 | $210,040,000 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-032** | SR 20 | Cedar Avenue South | Range Road | Widening to 6 lanes | Niceville | $1,805,853 | $3,611,705 | $18,058,526 | $20,767,305 | $44,243,389 |
| **A-033** | SR 293 (Mid-Bay Bridge) | South end of the bridge | North end of the bridge | Provide 4 lanes of capacity, add parallel bridge span over Choctawhatchee Bay | Okaloosa Co. | $13,000,000 | $244,605 | $13,000,000 | $149,500,000 | $175,744,605 |
| **A-034** | SR 293 (Spence Pkwy) | Range Road Interchange | SR 85 North | Provide 4 lanes of capacity | Niceville | $5,916,200 | $11,832,399 | $0 | $68,036,294 | $85,784,893 |
| **A-035** | SR 30 (US 98) Harbor Blvd | CR 30A Calhoun Avenue | Airport Road | Allow for PD&E to add 4 to 6 lanes of capacity | Destin | $2,455,860 | $4,911,720 | $4,911,720 | $28,242,389 | $40,521,688 |
| **A-036** | SR 388 Ext (Bay County) | SR 79 (Bay County) | US 98 (Walton County) | New 4 lane road construction | Walton Co. | $9,137,460 | $18,274,919 | $18,274,919 | $105,080,787 | $150,768,086 |
| **A-037** | SR 85 (Eglin Parkway) | 12th Avenue/Richburg Ave. | Eglin AFB West Gate | Widen to 6 lanes | Okaloosa Co. | $1,180,419 | $2,360,837 | $2,360,837 | $13,574,814 | $19,476,907 |
| **A-038** | SR 85 (Eglin Parkway) | General Bond Boulevard | SR 189 | Provide 6 lanes of capacity | Okaloosa Co. | $1,368,411 | $2,736,822 | $2,736,822 | $15,736,729 | $22,578,785 |
| **A-039** | SR 85 (220171-5) | McWhorter Avenue | PJ Adams Parkway | Provide 6 lanes of capacity | Crestview | $3,260,204 | $7,480,000 | $6,520,408 | $37,492,343 | $54,752,955 |
| **A-040** | SR 85 (220171-6) | PJ Adams Parkway | I-10 /Mirage | Provide 6 lanes of capacity | Crestview | $1,036,297 | $2,750,000 | $2,072,595 | $11,917,418 | $17,776,310 |
| **A-041** | SR 85 (220171-4) | SR 123 | McWhorter Avenue | Provide 6 lanes of capacity | Niceville | $3,310,169 | $4,950,000 | $6,620,337 | $38,066,939 | $52,947,444 |
| **A-042** | US 331 | North of SR 20 | SR 8 (I-10) | Add 4 to 6 lanes of capacity, Reconstruct | Walton Co. | $12,723,881 | $25,447,761 | $25,447,761 | $63,619,403 | $127,238,805 |
| **A-043** | US 331 | US 90 (SR 10) | Alabama State Line | Provide 4 lanes of capacity | DeFuniak Springs | $15,809,389 | $31,618,777 | $31,618,777 | $79,046,944 | $158,093,887 |
| **A-044a** | US 90 | Fairchild Rd | SR 285/Mossy Head | Provide 4 lanes of capacity | Okaloosa CO. | $2,411,251 | $3,616,876 | $18,084,379 | $27,729,381 | $51,841,887 |
| **A-044b** | US 90 | SR 285 Mossy Head | US 331 (SR 83) North | Provide 4 lanes of capacity | Walton Co. | $4,823,224 | $7,234,837 | $36,174,185 | $55,467,083 | $103,699,329 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-045** | US 98 | CR 30A | US 331 (SR 83) | Provide 6 lanes of capacity | Santa Rosa Beach | $2,940,000 | $5,000,000 | $5,000,000 | $12,060,000 | $25,000,000 |
| **A-048** | US 98 | US 331 (SR 83) | Bay County Line | Provide 6 lanes of capacity | Walton Co. | $10,612,830 | $21,225,660 | $21,225,660 | $53,064,150 | $106,128,300 |
| **A-049** | US 98 | Brooks Bridge / Santa Rosa Blvd | Gulf National Sea Shore Dr | Add 4 to 6 lanes of capacity | Fort Walton Beach | $773,111 | $1,546,221 | $1,546,221 | $8,890,773 | $12,756,327 |
| **A-050** | US 98 (Around the Mound) | SR 189 | Brooks Bridge | Provide 4 lanes of capacity, Re-Alignment | Fort Walton Beach | Funded in FY23-27 TIP (FY23) $1M Local and $470K Federal | $2,101,513 | $8,934,000 | $12,083,701 | $23,119,214 |
| **A-051** | West Bay Parkway | US 98 (SR 30) in Walton County | Walton County Line | Provide 2 lane/wide to 4 lanes | Walton Co. | Complete | $1,900,000 | $490,000 | $160,595,660 | $162,985,660 |
| **A-052** | SR 85 | W John Sims Pkwy | SR 123 | Provide 6 lanes of capacity | Niceville | $2,627,524 | $5,255,049 | $5,255,049 | $30,216,530 | $43,354,152 |
| **A-053** | Hewett Bayou Connector | East Lamb Dr | East Hewett Rd | Provide 2 lanes of new capacity | Santa Rosa Beach | $557,160 | $1,114,320 | $1,114,320 | $2,785,800 | $5,571,600 |
| **A-054** | Chat Holley Rd Connector | Nellie Dr | US 98 | Provide 2 lanes of new capacity | Santa Rosa Beach | $517,972 | $1,035,944 | $1,035,944 | $5,956,676 | $8,546,535 |
| **A-055** | Coy Burgess Flyover - Option 1 | US 331 (SR 83) | Coy Burgess Loop | Provide 2 lanes of new capacity | DeFuniak Springs | $4,756,848 | $9,513,696 | $9,513,696 | $23,784,241 | $47,568,482 |
| **A-056** | Walton County Improvements | 20th St | SR 83 | Provide additional capacity | DeFuniak Springs | $360,000 | $720,000 | $720,000 | $1,800,000 | $3,600,000 |
| **A-057** | 1st St Alternate-Option 4 | SR 83 (US 331) | Bay Ave | Construct new road | DeFuniak Springs | $1,724,233 | $3,448,465 | $3,448,465 | $8,621,163 | $17,242,326 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-058** | Wabash Alternate - Option 2 | SR 83 (US 331) | US 90 (SR 10) | Construct new road | DeFuniak Springs | $1,477,452 | $2,954,904 | $2,954,904 | $7,387,259 | $14,774,518 |
| **A-059** | Park Alternate - Option 3 | SR 83 (US 331) | US 90 (SR 10) | Provide additional capacity and construct a new road | DeFuniak Springs | $545,077 | $1,090,155 | $1,090,155 | $6,268,395 | $8,993,782 |
| **A-060** | Bruce Ave Extension | US 331 (SR 83) | 25th St | Construct new road | DeFuniak Springs | $724,470 | $1,448,941 | $1,448,941 | $8,331,412 | $11,953,764 |
| **A-061** | Water Tower Road Connector Rd | Business 331 | US 331 | Construct new road | Freeport | $559,863 | $1,119,726 | $1,119,726 | $6,438,424 | $9,237,739 |
| **A-062** | Marquis Way East Connector Road | Shipyard Rd | Marquis Way | Construct new road | Freeport | $583,573 | $1,167,145 | $1,167,145 | $2,917,863 | $5,835,725 |
| **A-063** | Marquis Way East Connector Road | US 331 (SR 83) | SR 20 | Construct new road | Freeport | $483,030 | $966,059 | $966,059 | $2,415,149 | $4,830,297 |
| **A-065a** | Crestview Bypass West | US 90 (SR 10) | SR 85 | Provide 4 lanes of new capacity | Crestview | $2,000,000 | $4,500,000 | $25,000,000 | $60,625,525 | $92,125,525 |
| **A-065 b** | Crestview Bypass West | US 90 | Old Bethel Rd | Provide 4 lanes of capacity | Crestview | $2,000,000 | $4,500,000 | $25,000,000 | $60,625,525 | $92,125,525 |
| **A-066** | US 98 Adaptive Signal Control System | Stahlman Ave | Tequesta Dr | Install Adaptive Signal Control Systems | Okaloosa Co. | $0 | $0 | $0 | $750,000 | $750,000 |
| **A-067** | US 98 Adaptive Signal Control System | S Holiday Rd | US 331 | Install Adaptive Signal Control Systems | Walton Co. | $0 | $0 | $0 | $800,000 | $800,000 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-069** | US 331 | SR 20 | Choctawhatchee Bay | Road Upgrades and Improvements | Freeport | $5,421,550 | $10,843,100 | $10,843,100 | $27,107,750 | $54,215,500 |
| **A-070** | SR 20 East | Bay County | Black Creek Blvd | Road Upgrades and Improvements | Walton Co. | $3,045,237 | $6,090,474 | $6,090,474 | $15,226,185 | $30,452,370 |
| **A-071** | SR 20 West | Alaqua Dr | Okaloosa County | Road Upgrades and Improvements | Walton Co. | $682,931 | $1,365,861 | $1,365,861 | $7,853,701 | $11,268,353 |
| **A-073** | Madison St | SR 20 West | Shipyard Rd | Road Upgrades and Improvements | Freeport | $56,696 | $113,391 | $113,391 | $283,478 | $566,955 |
| **A-074** | Marquis Way | Blue Ridge Parkway Extension | US 331 | Road Upgrades and Improvements | Freeport | $20,477 | $40,954 | $40,954 | $102,384 | $204,768 |
| **A-075** | Blue Ridge Parkway Extension | Lagrange Landing | | Road upgrades and construction of new road | Freeport | $179,130 | $358,260 | $358,260 | $895,651 | $1,791,302 |
| **A-076** | Four Mile Rd | SR 20 | 83A East | Road Upgrades | Freeport | $302,448 | $604,896 | $604,896 | $1,512,240 | $3,024,479 |
| **A-077** | Shipyard Rd | 83A East | Marquis Way | Road Upgrades | Freeport | $50,396 | $100,792 | $100,792 | $251,980 | $503,960 |
| **A-078** | SR 83 | Alabama State Line | WW II Veterans Lane | Add 2 lanes to 4 lanes | DeFuniak Springs | $13,012,538 | $26,025,076 | $26,025,076 | $65,062,690 | $130,125,380 |
| **A-079** | SR 83 | WW II Veterans Lane | SR 83 Alternatives | Add 2 lanes to 4 lanes | DeFuniak Springs | $2,948,927 | $5,897,854 | $5,897,854 | $14,744,636 | $29,489,271 |
| **A-080** | SR 83 (9th Street) | SR 83 Alternatives | US Hwy 90 | Road Upgrades | DeFuniak Springs | $195,750 | $391,500 | $391,500 | $978,750 | $1,957,500 |
| **A-081** | CR 280 | CR 280 Connector (aka SR 83 East Alternative) | Interstate 10 | Road Upgrades | DeFuniak Springs | $2,395,878 | $4,791,755 | $4,791,755 | $11,979,388 | $23,958,775 |
| **A-082** | US Hwy 331 South | US Hwy 90 | Interstate 10 | Road Upgrades | DeFuniak Springs | $412,000 | $824,000 | $824,000 | $2,060,000 | $4,120,000 |
| **A-083** | US Hwy 331 South | Interstate 10 | US Hwy 90 | Road Upgrades | DeFuniak Springs | $61,140 | $122,280 | $122,280 | $305,700 | $611,400 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-084** | US Hwy 90 | CR 183 (Holmes County) | 1st Street | Add 2 to 4 lanes | DeFuniak Springs | $3,058,211 | $6,116,422 | $6,116,422 | $15,291,055 | $30,582,110 |
| **A-085** | CR 280A Connector (Alternative to CR 280 Connector) | CR 280 | CR 280A | New road construction | DeFuniak Springs | $770,402 | $1,540,804 | $1,540,804 | $3,852,009 | $7,704,018 |
| **A-086** | CR 280A | CR 280A Connector | CR 280B | Road Upgrades | DeFuniak Springs | $301,068 | $602,137 | $602,137 | $1,505,342 | $3,010,684 |
| **A-087** | McCall Dairy Road Extension | CR 280A | US Hwy 331 South | New road construction | DeFuniak Springs | $1,491,889 | $2,983,778 | $2,983,778 | $7,459,446 | $14,918,892 |
| **A-088** | New Interstate 10 Interchange (West) | US Hwy 331 South | Coy Burgess Connector | Road enhancements | DeFuniak Springs | $4,500,000 | $9,000,000 | $9,000,000 | $22,500,000 | $45,000,000 |
| **A-089** | US Hwy 331 | Jolly Road | Chat Holley Rd | Increase Capacity | Walton Co. | $626,500 | $1,253,000 | $1,253,000 | $3,132,500 | $6,265,000 |
| **A-090** | US Hwy 331 | Chat Holley Rd | US Hwy 98 | add lanes to increase capacity | Santa Rosa Beach | $200,000 | $400,000 | $400,000 | $1,000,000 | $2,000,000 |
| **A-091** | 30A | US Hwy 98 East | CR 395 (Seagrove Beach) | Road Upgrades | Walton Co. | $2,562,330 | $5,124,660 | $5,124,660 | $12,811,650 | $25,623,300 |
| **A-092** | 30A | CR 395 (Seagrove Beach) | CR 283 (Grayton Beach) | Road Upgrades | Walton Co. | $973,955 | $1,947,910 | $1,947,910 | $4,869,775 | $9,739,550 |
| **A-093** | 30A | CR 283 (Grayton Beach) | CR 393 (Gulf Place) | Road Upgrades | Walton Co. | $1,319,050 | $2,638,100 | $2,638,100 | $6,595,250 | $13,190,500 |
| **A-094** | 30A | CR 393 (Gulf Place) | US Hwy 98 West | Road Upgrades | Santa Rosa Beach | $1,100,755 | $2,201,510 | $2,201,510 | $5,503,775 | $11,007,550 |
| **A-095** | Watersound Parkway | US Hwy 98 | 30A | Road Upgrades | Walton Co. | $219,688 | $439,376 | $439,376 | $1,098,440 | $2,196,880 |
| **A-096** | CR 395 | Bay | US Hwy 98 | Road Upgrades | Point Washington | $65,189 | $130,378 | $130,378 | $325,945 | $651,890 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-097** | CR 395 | US Hwy 98 | 30A | Road Upgrades | Walton Co. | $580,604 | $1,161,208 | $1,161,208 | $2,903,020 | $5,806,040 |
| **A-098** | CR 283 | Bay | US Hwy 98 | Road Upgrades | Walton Co. | $63,850 | $127,699 | $127,699 | $319,248 | $638,495 |
| **A-099** | CR 283 | US Hwy 98 | 30A | Road Upgrades | Walton Co. | $331,494 | $662,987 | $662,987 | $1,657,468 | $3,314,935 |
| **A-100** | DeFuniak Street | 30A | Grayton Beach | Road Upgrades | Walton Co. | $105,921 | $211,842 | $211,842 | $529,605 | $1,059,210 |
| **A-101** | CR 83 (Old Blue Mountain Rd) | US Hwy 98 | 30A | Road Upgrades | Walton Co. | $411,915 | $823,830 | $823,830 | $2,059,575 | $4,119,150 |
| **A-102** | CR 393 | Bay | Chat Holley Road | Road Upgrades | Santa Rosa Beach | $95,105 | $190,209 | $190,209 | $475,523 | $951,045 |
| **A-103** | CR 393 | Chat Holley Road | US Hwy 98 | Road Upgrades | Santa Rosa Beach | $436,940 | $873,880 | $873,880 | $2,184,700 | $4,369,400 |
| **A-104** | CR 393 | US Hwy 98 | 30A | Road Upgrades | Santa Rosa Beach | $364,839 | $729,678 | $729,678 | $1,824,195 | $3,648,390 |
| **A-105** | Watersound Internal | Watersound Parkway | Westbay Parkway | New road construction | Walton Co. | $375,124 | $750,249 | $750,249 | $3,751,245 | $5,626,867 |
| **A-106** | Watersound Internal | Westbay Parkway | Serenoa Road | New road construction | Walton Co. | $1,252,635 | $2,505,271 | $2,505,271 | $12,526,353 | $18,789,530 |
| **A-107** | Point Washington Connector | CR 395 | Point Washington Road | Road upgrades | Walton Co. | $4,171 | $8,342 | $8,342 | $20,855 | $41,710 |
| **A-108** | Point Washington Road | Point Washington Connector | Harris Street | Road Upgrades | Walton Co. | $77,245 | $154,489 | $154,489 | $386,223 | $772,445 |
| **A-109** | US Hwy 98 Alternative | JD Miller Road | Mack Bayou Road | New road construction | Santa Rosa Beach | $4,553,690 | $9,107,380 | $9,107,380 | $22,768,450 | $45,536,900 |
| **A-110** | Chat Holley | US 331 | Church Street | Road Upgrades | Santa Rosa Beach | $819,263 | $1,638,525 | $1,638,525 | $4,096,313 | $8,192,625 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-111** | Alderberry Road Extension | Don Bishop Road | Eastern terminus | New road construction | Walton Co. | $289,723 | $579,446 | $579,446 | $1,448,616 | $2,897,232 |
| **A-112** | Alderberry Road | Eastern terminus | E. Hewett Road | Road Upgrades | Walton Co. | $58,185 | $116,370 | $116,370 | $290,925 | $581,850 |
| **A-113** | E. Lamb Drive | Goldsby Road | Mack Bayou Road | Road Upgrades | Walton Co. | $557,160 | $1,114,320 | $1,114,320 | $2,785,800 | $5,571,600 |
| **A-114** | Mack Bayou Road | E. Harborview Road | US Hwy 98 | Road Upgrades | Walton Co. | $480,634 | $961,268 | $961,268 | $2,403,170 | $4,806,340 |
| **A-115** | Goldsby Road | E. Lamb Drive | US Hwy 98 | Road Upgrades | Walton Co. | $125,990 | $251,980 | $251,980 | $629,950 | $1,259,900 |
| **A-116** | West Hewett Rd | E. Lamb Drive Extension | US Hwy 98 | Road Upgrades | Santa Rosa Beach | $125,990 | $251,980 | $251,980 | $629,950 | $1,259,900 |
| **A-117** | East Hewett Rd | E. Lamb Drive Extension | US Hwy 98 | Road Upgrades | Santa Rosa Beach | $125,990 | $251,980 | $251,980 | $629,950 | $1,259,900 |
| **A-118** | Don Bishop Rd | Alderberry Rd Extension | US Hwy 98 | Road Upgrades | Santa Rosa Beach | $125,990 | $251,980 | $251,980 | $629,950 | $1,259,900 |
| **A-119** | Church Street | Chat Holley Road | US Hwy 98 | Road Upgrades | Santa Rosa Beach | $125,990 | $251,980 | $251,980 | $629,950 | $1,259,900 |
| **A-120** | Veterans Road | Chat Holley Road | US Hwy 98 | New road construction | Santa Rosa Beach | $682,054 | $1,364,107 | $1,364,107 | $3,410,268 | $6,820,536 |
| **A-121** | Nellie Road | Chat Holley Road | US Hwy 98 | New road construction | Santa Rosa Beach | $682,054 | $1,364,107 | $1,364,107 | $3,410,268 | $6,820,536 |
| **A-122** | JD Miller | Chat Holley Road | US Hwy 98 | Road Upgrades | Santa Rosa Beach | $176,386 | $352,772 | $352,772 | $881,930 | $1,763,860 |
| **A-123** | Sugar Drive | US Hwy 98 | Sugar Drive Connector | Road Upgrades | Santa Rosa Beach | $41,078 | $82,156 | $82,156 | $205,390 | $410,780 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-124** | Sugar Drive Connector | Thompson Road | Sugar Drive | New road construction | Santa Rosa Beach | $300,393 | $600,787 | $600,787 | $1,501,967 | $3,003,934 |
| **A-125** | Walton Palm Road Extension | N. Orange Street | N. Wall Street | New road construction | Walton Co. | $141,695 | $283,390 | $283,390 | $708,475 | $1,416,950 |
| **A-126** | Pinewood Lane | North Orange Street | 30A | Road Upgrades | Walton Co. | $18,216 | $36,431 | $36,431 | $91,078 | $182,156 |
| **A-127** | Orange Street | Pinewood Lane | US Hwy 98 | Road Upgrades | Walton Co. | $15,413 | $30,826 | $30,826 | $77,066 | $154,132 |
| **A-128** | Orange Street | US Hwy 98 | West Park Place Avenue | Road Upgrades | Walton Co. | $4,204 | $8,407 | $8,407 | $21,018 | $42,036 |
| **A-129** | US 98 Flyover | US 98 | US 331 | Construct a flyover interchange | Walton Co. | Funded in 22-26 TIP as 4671791 | $16,700,000 | $22,500,000 | $51,750,000 | $90,950,000 |
| **A-130** | Scenic 98 | US 98 | Okaloosa County Line | Road Upgrades and Complete Streets Elements | Miramar Beach | $633,563 | $1,267,126 | $1,267,126 | $3,167,815 | $6,335,630 |
| **A-131** | US 98 | Mack Bayou Rd | Sandestin Blvd | Road Upgrades and Safety Enhancements | Walton Co. | $154,000 | $308,000 | $308,000 | $770,000 | $1,540,000 |
| **A-132** | Poinciana Blvd | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | Miramar Beach | $60,951 | $121,902 | $121,902 | $304,755 | $609,510 |
| **A-133** | Driftwood Extension | Forest Shore Dr | US 98 | New road construction | Walton Co. | $283,390 | $566,780 | $566,780 | $1,416,950 | $2,833,900 |
| **A-134** | Driftwood Dr | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | Walton Co. | $41,845 | $83,690 | $83,690 | $209,225 | $418,450 |
| **A-135** | Ellis Rd | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | Walton Co. | $41,845 | $83,690 | $83,690 | $209,225 | $418,450 |
| **A-136** | Bradley St | Ellis Road | Driftwood Drive | Road Upgrades and Complete Streets Elements | Walton Co. | $10,043 | $20,086 | $20,086 | $50,214 | $100,428 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **A-137** | Paynes St | Ellis Road | Driftwood Drive | Road Upgrades and Complete Streets Elements | Walton Co. | $10,043 | $20,086 | $20,086 | $50,214 | $100,428 |
| **A-138** | Geronimo St | Bayshore Drive | US Hwy 98 | Road Upgrades and Complete Streets Elements | Walton Co. | $9,108 | $18,216 | $18,216 | $45,539 | $91,078 |
| **A-139** | Miramar Beach Dr | US Hwy 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | Miramar Beach | $16,114 | $32,228 | $32,228 | $80,569 | $161,138 |
| **A-140** | North Holiday Rd | Shore Drive | US Hwy 98 | Road Upgrades and Complete Streets Elements | Walton Co. | $16,114 | $32,228 | $32,228 | $80,569 | $161,138 |
| **A-141** | Forest Shore Sr | US Hwy 98 | Driftwood Drive Extension | Road Upgrades and Complete Streets Elements | Walton Co. | $47,641 | $95,282 | $95,282 | $238,204 | $476,408 |
| **A-142** | Bayshore Dr | Geronimo Street | Darrow Drive | Road Upgrades and Complete Streets Elements | Walton Co. | $18,913 | $37,826 | $37,826 | $94,566 | $189,132 |
| **A-143** | Crest Dr | Shore Drive | Geronimo Street | Road Upgrades and Complete Streets Elements | Walton Co. | $13,311 | $26,623 | $26,623 | $66,557 | $133,114 |
| **A-144** | Darrow Dr | Bayshore Drive | Forest Shore Drive | Road Upgrades and Complete Streets Elements | Walton Co. | $5,255 | $10,509 | $10,509 | $26,273 | $52,545 |
| **A-145** | US 98 | Sandestin Blvd | Okaloosa County Line | Road Upgrades, Safety Improvements, and Complete Streets Elements | Walton Co. | $525,000 | $1,050,000 | $1,050,000 | $2,625,000 | $5,250,000 |
| **A-146** | Freeport East Connector | SR 20 East | US 331 | New Road & Complete Street | Walton Co. | $483,030 | $966,059 | $966,059 | $2,415,149 | $4,830,297 |
| **A-147** | US Hwy 98 | 30A West | Mack Bayou Road | Widen Road & Complete Street | Walton Co. | $1,763,903 | $3,527,807 | $3,527,807 | $8,819,517 | $17,639,034 |
| **A-148** | CR 83 (Old Blue Mountain | Chat Holley Road | US Hwy 98 | New Road & Complete Street | Santa Rosa Beach | $855,910 | $1,711,821 | $1,711,821 | $4,279,552 | $8,559,104 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | Rd) Extension | | | | | | | | | |
| **A-149** | US Hwy 90 | US Hwy 331 South | US Hwy 331 North | Safety & Operations | DeFuniak Springs | $66,320 | $132,640 | $132,640 | $331,600 | $663,200 |
| **A-150** | Interstate 10 Interchange Improvements | SR 81 | SR 85 | Widen Interchange | Walton Co. | $1,654,991 | $3,309,981 | $3,309,981 | $16,549,906 | $24,824,859 |
| **A-151** | Interstate 10 | CR 280 | Coy Burgess Connector | Frontage Roads | DeFuniak Springs | $2,726,212 | $5,452,424 | $5,452,424 | $13,631,059 | $27,262,118 |
| | | | | | | $309,516,342 | $597,511,160 | $800,733,247 | $3,153,389,097 | $4,861,149,846 |

**Table 24. 2045 Needs Plan Costs: Bike and Pedestrian Projects**

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **B-05** | BL 3: Hutchinson Street (in PW614) | Luke Ave | US 98 | Pathways | Okaloosa Co. | $9,488 | $18,975 | $18,975 | $109,107 | $156,544 |
| **B-08** | CR 883 Madison Street | SR 20 | Freeport Village | Sidewalks | Freeport | $59,709 | $119,418 | $119,418 | $686,654 | $985,199 |
| **B-12** | Jet Drive | Holmes Blvd Ne | Hollywood Blvd NW | Complete Sidewalks | Fort Walton Beach | $55,050 | $110,101 | $110,101 | $633,080 | $908,333 |
| **B-15** | Multi-Modal Facility | Scenic Gulf Drive | MC Davis Boulevard | Multi-Use Trail | Santa Rosa Beach | $356,051 | $712,101 | $3,560,506 | $8,189,163 | $12,817,821 |
| **B-19** | Multi-Modal Facility along Hollywood Boulevard | Eglin Parkway (SR 85) | Mary Esther Boulevard | Sidewalk, Bicycle Lanes | Fort Walton Beach | $80,958 | $161,916 | $809,579 | $1,862,031 | $2,914,484 |
| **B-21** | Multi-Modal Facility along the Gulf Power Easement | US 98 (SR 30) | US 98 (SR 30) | Multi-Use Trail | Okaloosa Co. | $133,774 | $267,549 | $267,549 | $1,538,404 | $2,207,276 |
| **B-22** | Multi-Modal Facility along US 98 (SR 30) | Main Street | Gulf Shore Drive | Multi-Use Trail | Destin | $4,021 | $8,043 | $40,213 | $92,490 | $144,767 |
| **B-23** | Multi-Modal Facility along US 98 (SR 30) | Indian Bayou Trail | Kelly Plantation Drive | Multi-Use Trail | Destin | $27,018 | $54,036 | $270,180 | $621,413 | $972,647 |
| **B-24** | Multi-Modal Facility along US 98 (SR 30) | Kelly Plantation Drive | Mid-Bay Bridge Road (SR 293) | Sidewalk | Destin | $4,686 | $9,373 | $46,864 | $107,787 | $168,710 |
| **B-25** | Multi-Modal Facility along US 98 (SR 30) | Crystal Beach Drive | Regions Way | Sidewalk | Okaloosa Co. | $1,197 | $2,395 | $11,973 | $27,538 | $43,103 |
| **B-26** | Multi-use Path | Pier Road | Maler Bridge | Multi-Use Facility | Okaloosa Co. | Complete | Incl in CST+CEI | Incl in CST+CEI | Locally Funded by | $0 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Okaloosa TDC $4M | |
| **B-29** | Pedestrian access point | | | Pedestrian Access Gate | Okaloosa Co. | $38,883 | $77,767 | $77,767 | $388,834 | $583,252 |
| **B-33** | SR 85 | Commerce Dr | CR 188 / Airport Rd | Bike/Ped Facility | Crestview | $1,248,179 | $2,496,358 | $2,496,358 | $14,354,058 | $20,594,952 |
| **B-36** | US 90 Trail | Santa Rosa County Line | Holmes County Line | Trail Construction | Okaloosa & Walton Co. | $4,117,525 | $8,235,049 | $8,235,049 | $47,351,533 | $67,939,157 |
| **B-37** | US 98 | Marler | Harbor Boulevard | Pedestrian Improvements | Destin | $87,319 | $174,639 | $174,639 | $1,004,174 | $1,440,771 |
| **B-39** | 20th St | US 331 | US 90 | Sidewalk Extension | DeFuniak Springs | $148,392 | $296,784 | $296,784 | $1,706,508 | $2,448,468 |
| **B-40** | Country Club Dr/Live Oak Ave | Country Club Ln | 25th St | Sidewalk Extension | DeFuniak Springs | $28,860 | $57,721 | $57,721 | $331,894 | $476,195 |
| **B-41** | 25th St | Baldwin Ave | Live Oak Ave | Sidewalk Extension | DeFuniak Springs | $82,688 | $165,376 | $165,376 | $413,439 | $826,878 |
| **B-42** | Baldwin Ave | US 90 | 18th St | Sidewalk Extension | DeFuniak Springs | $211,000 | $422,000 | $422,000 | $1,055,000 | $2,110,000 |
| **B-43** | Baldwin Ave | 18th St | 1st St | Sidewalk Rehabilitation | DeFuniak Springs | $83,000 | $166,000 | $166,000 | $415,000 | $830,000 |
| **B-44** | Baldwin Ave and US 331 | Baldwin Ave | US 331 | Pedestrian Bridge | DeFuniak Springs | $0 | $200,000 | $200,000 | $5,400,000 | $5,800,000 |
| **B-45** | 20th St | US 90 | Baldwin Ave | Proposed Sidewalk Extension | DeFuniak Springs | $213,000 | $426,000 | $426,000 | $1,065,000 | $2,130,000 |
| **B-46** | Baldwin Ave | 1st St | US 90 | Proposed Sidewalk Extension | DeFuniak Springs | $14,430 | $28,860 | $28,860 | $165,947 | $238,098 |
| **B-47** | 19th St | Hedger St | | Proposed Sidewalk Extension | DeFuniak Springs | $25,111 | $50,221 | $50,221 | $288,774 | $414,327 |
| **B-48** | Downtown Fort Walton Beach Bike Ped Connections | SR 98 | Hollywood Boulevard NE | Sidewalk and Bike Facility Improvements | Fort Walton Beach | $120,441 | $240,881 | $240,881 | $1,385,068 | $1,987,271 |
| **B-49** | Cinco Bayou Bike Ped Connections | Hollywood Boulevard NE | Nicholson St NE | Sidewalk and Bike Facility Improvements | Fort Walton Beach | $74,821 | $149,642 | $149,642 | $860,441 | $1,234,545 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **B-50** | West Destin Bike Ped Connections | East Pass Bridge | Kell Aire Drive | Sidewalk and Bike Facility Improvements | Destin | $217,304 | $434,609 | $434,609 | $2,499,002 | $3,585,524 |
| **B-51** | Commons Drive Bike Ped Connections | Main Street | SR 293 | Sidewalk and Bike Facility Improvements | Destin | $158,277 | $316,554 | $316,554 | $1,820,188 | $2,611,574 |
| **B-52** | Ped Overpass at SR 85 | SR 85 | Commerce Dr | Construct a Pedestrian overpass | Crestview | $0 | $200,000 | $200,000 | $5,400,000 | $5,800,000 |
| **B-53** | Thompson Road | Moll Drive Trail Connector | Sugar Drive Connector | Add Sidewalk | Santa Rosa Beach | $2,500 | $50,008 | $50,008 | $147,524 | $250,040 |
| **B-54** | Moll Drive Trail Connector | Moll Drive | Thompson Road | Multi-Use Trail | Santa Rosa Beach | $2,545 | $50,901 | $50,901 | $150,158 | $254,505 |
| **B-55** | Splash Drive Trail Connector | Medley Street | Lake Mist Lane | Multi-Use Trail | Walton Co. | $4,197 | $83,942 | $83,942 | $247,629 | $419,710 |
| **B-56** | Wall Street | Lake Mist Lane | US Hwy 98 | New Trail | Walton Co. | $1,518 | $30,362 | $30,362 | $89,568 | $151,810 |
| **B-57** | Wall Street | US Hwy 98 | Gulf | New Trail | Walton Co. | $1,206 | $24,111 | $24,111 | $71,127 | $120,555 |
| | | | | | | $7,613,149 | $15,841,692 | $19,633,143 | $100,478,531 | $143,566,516 |

### Table 25. 2045 Needs Plan Costs: Complete Streets Projects

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **C-01** | 1st Street | St Marys Ave | Brooks St | Provide Complete Streets | Fort Walton Beach | $73,060 | $146,120 | $146,120 | $840,187 | $1,205,486 |
| **C-02** | Brooks Street | | | Provide Complete Streets | Fort Walton Beach | $53,005 | $106,011 | $106,011 | $609,560 | $874,587 |
| **C-03** | Calhoun Ave | Cross Street | US 98 | Provide Corridor Management Study | Destin | $69,878 | $139,757 | $139,757 | $803,601 | $1,152,992 |
| **C-04** | Ferry Road | | | Provide Complete Streets | Fort Walton Beach | $97,773 | $195,546 | $195,546 | $1,124,387 | $1,613,252 |
| **C-06** | Scenic Highway 98 | Restaurant Row | US 98 | Road Reconstruction and Corridor Study | Okaloosa Co. | $67,206 | $134,413 | $134,413 | $772,872 | $1,108,904 |
| **C-07** | SR 188/Racetrack Rd | SR 189/Beal Pkwy | SR 85 (Eglin Parkway) | Provide Corridor Management Study | Fort Walton Beach | $69,878 | $139,757 | $139,757 | $803,601 | $1,152,992 |
| **C-08** | SR 189 (Beal Pkwy) | US 98 | Mary Esther Blvd | Provide Corridor Management Study | Fort Walton Beach | $162,311 | $324,622 | $324,622 | $1,866,575 | $2,678,129 |
| **C-09** | SR 393 (Mary Esther Boulevard) | US 98 | SR 189 (Beal Parkway) | Provide Corridor Management Study | Fort Walton Beach | $69,878 | $139,757 | $139,757 | $803,601 | $1,152,992 |
| **C-10** | SE 85 Corridor Management Plan | Airport Rd/Old Bethel Rd | Aplin Rd | Provide Corridor Management Study | Crestview | $215,569 | $431,138 | $431,138 | $2,479,041 | $3,556,885 |
| **C-11** | Complete Streets/Corridor Study - SR 85 S Ferdon Blvd | SR 123 (Roger J Clary Hwy) | Mirage Ave | Provide Corridor Management Study | Okaloosa Co. | $670,775 | $1,341,550 | $1,341,550 | $7,713,912 | $11,067,786 |
| **C-12** | US 98 (SR 30) | Hurlburt Field Entrance | Perry Ave SE | Provide Corridor Management Study | Fort Walton Beach | $363,992 | $150,000 | $727,984 | $4,185,909 | $5,427,886 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **C-13** | Walter Martin Rd | | | Provide Corridor Management Study | Fort Walton Beach | $20,452 | $40,904 | $40,904 | $235,200 | $337,461 |
| **C-14** | Hill Avenue | Hollywood Boulevard | Lovejoy Road | Provide Corridor Management Study | Fort Walton Beach | $340,299 | $510,488 | $3,402,989 | $3,913,477 | $8,167,253 |
| **C-15** | Lovejoy Road | Hill Avenue | Mary Esther Boulevard | Provide Corridor Management Study | Fort Walton Beach | $503,642 | $755,463 | $5,036,423 | $5,791,886 | $12,087,414 |
| **C-16** | US 90 Complete Streets Project | US 331 South | East End of DeFuniak Springs City Limits | Provide Corridor Management Study | DeFuniak Springs | $346,551 | $693,102 | $0 | $3,985,336 | $5,024,989 |
| | | | | | | $3,124,270 | $5,248,624 | $12,306,968 | $35,929,145 | $56,609,007 |

### Table 26. 2045 Needs Plan Costs: Intersection Projects

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **D-01** | Antioch Road Realignment | PJ Adams Parkway | PJ Adams Parkway | Road Realignment | Crestview | $0 | $300,000 | $500,000 | $3,000,000 | $3,800,000 |
| **D-03** | CSX Grade-Separated Crossing at South Main Street SR 85 | South Main Street SR 85 | RRXing | Railroad Crossing Overpass | Crestview | $1,500,000 | $3,000,000 | $3,000,000 | $22,500,000 | $30,000,000 |
| **D-04** | Kelly | Stahlman Ave | Stahlman Avenue | Intersection Improvements | Destin | $7,458 | $14,915 | $14,915 | $85,763 | $123,052 |
| **D-05** | Mason Cemetery/Jericho Road | I-10 Interchange | I-10 Interchange | Construct New Interchange | Okaloosa Co. | $500,000 | $1,000,000 | $1,750,000 | $5,750,000 | $9,000,000 |
| **D-06** | SR 123 and SR 85 | SR 123 | SR 85 | Intersection Improvements | Niceville | $429,687 | $859,374 | $859,374 | $4,941,398 | $7,089,832 |
| **D-07** | SR 187 (US 331) | OAKWOOD LAKES BLVD | OAKWOOD LAKES BLVD | Safety Project | DeFuniak Springs | $3,468 | $6,937 | $6,937 | $39,887 | $57,230 |
| **D-08** | SR 189 (Beal Parkway) | Mary Esther Boulevard | Mary Esther Boulevard | Major Intersection Improvements | Fort Walton Beach | $171,040 | $256,559 | $1,710,395 | $1,966,955 | $4,104,949 |
| **D-09** | SR 189 (Beal Parkway) | Lewis Street | Lewis Street | Major Intersection Improvements | Fort Walton Beach | $100,000 | $150,000 | $1,000,000 | $1,150,000 | $2,400,000 |
| **D-10** | SR 189 (Beal Parkway) | Racetrack Road | Racetrack Road | Major Intersection Improvements | Fort Walton Beach | $180,000 | $270,000 | $1,800,000 | $2,070,000 | $4,320,000 |
| **D-12** | SR 30 (US 98) | SR 83 (US 331) INTERSECTION | SR 83 (US 331) INTERSECTION | Add Turn Lanes | Walton Co. | $171,040 | $771,252 | $855,198 | $1,966,955 | $3,764,444 |
| **D-13** | SR 8 (I-10) | Interchange West of Crestview | Interchange West of Crestview | Interchange Modifications | Okaloosa Co. | $2,422,034 | $4,844,069 | $4,844,069 | $34,901,515 | $47,011,687 |
| **D-14** | SR 83/SR 187 (US 331) | SR 10 (US 90) | SR 10 (US 90) | Intersection Improvements | DeFuniak Springs | $22,531 | $45,061 | $45,061 | $226,434 | $339,088 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **D-15** | SR 85 | I-10 (SR 8) | I-10 (SR 8) | Intersection Reconstruction | Crestview | $800,000 | $80,000 | $160,000 | $120,000 | $1,160,000 |
| **D-16** | SR 85 at PJ Adams Parkway (Non-SIS Priority 13) | PJ Adams Parkway | PJ Adams Parkway | Intersection Improvements | Crestview | Complete | Complete | Funded in FY 22 TIP | Funded in FY 22 TIP | $0 |
| **D-17** | Stahlman | Primrose | Primrose | Intersection Construction | Destin | $14,274 | $28,547 | $28,547 | $54,097 | $125,465 |
| **D-18** | US 90 | Shoemaker Dr | Shoemaker Dr | Intersection Operations Improvements | DeFuniak Springs | $22,531 | $45,061 | $45,061 | $107,246 | $219,900 |
| **D-19** | US 98 | Indian Bayou Trail | Indian Bayou Trail | Construct Road and Intersection | Destin | $25,484 | $50,968 | $50,968 | $126,145 | $253,565 |
| **D-20** | US 98 (SR 30) | Stahlman Avenue | Stahlman Avenue | Major Intersection Improvements | Destin | $120,000 | $240,000 | $1,200,000 | $1,380,000 | $2,940,000 |
| **D-21** | US 98 (SR 30) | Danny Wuerffel Way (SR 293) | Danny Wuerffel Way (SR 293) | Major Intersection Improvements | Okaloosa Co. | $1,000,000 | $11,000,000 | $2,285,850 | $2,411,561 | $16,697,411 |
| **D-22** | US 98 (SR 30) | CR 30A (west) | CR 30A (west) | Major Intersection Improvements | Santa Rosa Beach | $108,325 | $216,650 | $1,083,250 | $1,245,738 | $2,653,963 |
| **D-23** | US 98 (SR 30) | US 331 | US 331 | Major Intersection Improvements | Santa Rosa Beach | $171,040 | $342,079 | $855,198 | $1,966,955 | $3,335,271 |
| **D-24** | SR 85 | US 90 | US 90 | Major Intersection Improvements | Crestview | $150,000 | $300,000 | $1,575,000 | $1,725,000 | $3,750,000 |
| **D-25** | SR 85 | Redstone Ave | Redstone Ave | Major Intersection Improvements | Crestview | $150,000 | $300,000 | $1,575,000 | $1,725,000 | $3,750,000 |
| **D-26** | SR 189 (Beal Parkway) | Carmel Dr/Clifford St | Carmel Dr/Clifford St | Major Intersection Improvements | Fort Walton Beach | $22,531 | $45,061 | $45,061 | $91,024 | $203,678 |
| **D-27a** | I-10 Interchange | | Boy Scout Rd | Construct I-10 Interchange | Walton Co. | $2,422,034 | $4,844,069 | $4,844,069 | $28,628,446 | $40,738,618 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **D-27b** | I-10 Interchange | | Bob Sikes Rd | Construct I-10 Interchange | DeFuniak Springs | $2,422,034 | $4,844,069 | $4,844,069 | $29,573,039 | $41,683,211 |
| **D-27c** | I-10 Interchange | | CR 280A | Construct I-10 Interchange | DeFuniak Springs | $2,500,000 | $5,000,000 | $5,000,000 | $12,500,000 | $25,000,000 |
| **D-27d** | I-10 Interchange | | CR 280 | Construct I-10 Interchange | DeFuniak Springs | $2,422,034 | $4,844,069 | $4,844,069 | $19,255,173 | $31,365,345 |
| **D-27e** | I-10 Interchange | | CR 183 | Construct I-10 Interchange | Walton Co. | $2,422,034 | $4,844,069 | $4,844,069 | $19,255,173 | $31,365,345 |
| **D-32** | 83A East | 83A East | SR 20 | 83A East Intersection Improvements | Freeport | $22,531 | $45,061 | $45,061 | $144,197 | $256,850 |
| **D-33** | Blueridge Parkway & SR20 | Blueridge Parkway | SR 20 | Blueridge Parkway & SR20 Intersection Improvements | Freeport | $22,531 | $45,061 | $45,061 | $85,617 | $198,270 |
| **D-34** | SR20 and US331 | SR 20 | US 331 | SR20 and US331 Intersection Improvements | Freeport | (part of A-31) | (part of A-31) | $1,519,957 | $3,495,902 | $5,015,859 |
| **D-35** | Mirage Ave | Mirage Ave | Mirage Ave | Major Intersection Improvements | Crestview | $150,000 | $300,000 | $2,325,000 | $1,725,000 | $4,500,000 |
| | | | | | | $20,474,639 | $48,932,932 | $53,601,239 | $204,214,220 | $327,223,031 |

### Table 27. 2045 Needs Plan Costs: Transit Projects

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **F-01** | SR 189 (Beal Pkwy) | SR 189 | US 98 | Public Transit Stops | Okaloosa Co. | $0 | $0 | $0 | $7,132 | $7,132 |
| **F-02** | SR 20/ SR 293 | Niceville | Destin | Express Transit Service | Okaloosa Co. | Complete | $0 | $0 | $91,653 | $91,653 |
| **F-03** | Transit Circulator along Scenic Gulf Dr | Transit Circulator along Scenic Gulf Dr | US 98 (SR 30) | Waterborne Transit Service | Okaloosa & Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-04** | 30A Transit Circulator Phase 1 | Inlet Beach | Hub at Watersound Beach Neighborhood Mobility Hub | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-05** | 30A Transit Circulator Phase 2 | Hub at Watersound Beach Neighborhood Mobility Hub | Eastern Lake/Greenway Station Neighborhood Mobility Hub | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-06** | 30A Transit Circulator Phase 1 | Eastern Lake/Greenway Station Neighborhood Mobility Hub | Watercolor/ CR 395 Community Mobility Hub | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-07** | 30A Transit Circulator Phase 1 | Seagrove Beach / CR 395 Neighborhood Mobility Hub | Grayton Beach Regional Mobility Hub/ CR 283 | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-08** | 30A Transit Circulator Phase 2 | Grayton Beach Regional Mobility Hub/ CR 283 | Blue Mountain Community Mobility Hub/ CR 83 | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-09** | 30A Santa Rosa Beach Transit Circulator Loop Phase 2 | Blue Mountain Community Mobility Hub/ CR 83 | Gulf Place Community Mobility Hub/ CR 393 | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **F-10** | 30A Transit Circulator Phase 1 | Gulf Place Community Mobility Hub/ CR 393 | Dune Allen Beach Neighborhood Mobility Hub | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-11** | 30A to Grand Blvd Transit Circulator Phase 2 | Dune Allen Beach Neighborhood Mobility Hub | Grand Boulevard Neighborhood Mobility Hob | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-12** | Grayton Beach Transit Circulator Phase 1 | Grayton Beach Regional Mobility Hub/ CR 283 | Grayton Beach Neighborhood Mobility Hub | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-13** | Blue Mountain Beach Transit Circulator Phase 1 | Blue Mountain Community Mobility Hub/ CR 83 | Blue Mountain Beach Neighborhood Mobility Hubs | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-14** | South County Center Transit Circulator Phase 2 | South County Center Community Mobility Hub (US 331) | Grayton Beach Regional Mobility Hub/ CR 283 | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-15** | County Sports Complex Transit Circulator Phase 2 | Walton Sports Complex Community Mobility Hub | Watercolor/ CR 395 Community Mobility Hub | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-16** | Inlet Beach to Watersound Transit Circulator Phase 2 | Inlet Beach Regional Beach Access | 30A & Watersound Parkway | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-17** | Watersound Transit Circulator Loop Phase 2 | Watersound Parkway Regional mobility Hub | Watersound Parkway Regional Mobility Hub | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-18** | US Hwy 98 Transit Service | 30A East | Miramar Beach Regional Mobility Hub | Transit Route | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **F-19** | US 331 Enhanced Transit | DeFuniak Springs | South County Center Community Mobility Hub | Enhanced Transit Route | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-20** | Scenic 98 Transit Circulator Phase 1 (Top Priority) | Miramar Beach Regional Mobility Hub | Driftwood Drive & US 98 Community Mobility Hubs | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-21** | Sandestin Transit Circulator Phase 2 | Grand Blvd Neighborhood Mobility Hub | Miramar Beach Regional Mobility Hub | Microtransit Circulator | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-22** | US Hwy 98 Transit Service | Miramar Beach Regional Mobility Hub | US 98 Community Mobility Hub & Future Okaloosa County / Destin Mobility Hub | Transit Route | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-23** | Driftwood Community Mobility Hub | North of Scenic 98 on Driftwood Drive | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-24** | US 98 West Community Mobility Hub | US Hwy 98 east of Ellis Road | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-25** | Miramar Beach Regional Mobility Hub | Vicinity of US 98 and Scenic 98 | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-26** | Seascape Neighborhood Mobility Hub | Scenic 98 between Seascape Blvd and Holiday Road | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-27** | Sandestin Neighborhood Mobility Hub | Vicinity of US 98 and Sandestin Blvd | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-28** | Grand Blvd Neighborhood Mobility Hub | Within the Grand Blvd Development | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **F-29** | Grayton Beach Regional Mobility Hub (#1 Priority) | CR 283, north of 30A | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-30** | Gulf Place Community Mobility Hub (#2 Priority) | CR 393, just north of 30A | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-31** | Grayton Beach Neighborhood Mobility Hub (#3 Priority) | Located at Grayton Beach off DeFuniak Street, south of 30A | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-32** | Dune Allen Beach Neighborhood Mobility Hub (#4 Priority) | Several potential locations are being considered along 30A, between CR 393 and Bishop Road, in close proximity to regional beach access. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-33** | Seacrest Neighborhood Mobility Hub (#5 Priority) | Several potential locations are being considered along 30A, between Watersound Parkway and the Hub, in close proximity to beach access. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **F-34** | Seagrove Beach Neighborhood Mobility Hub (#6 Priority) | Several potential locations are being considered along 30A, between CR 395 and Eastern Lake, in close proximity to beach access. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-35** | CR 395 Community Mobility Hub | Several potential locations are being considered on CR 395 between 30A and Watersound. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-36** | Inlet Beach Community Mobility Hub | Several potential locations are being considered within Inlet Beach, south of US Hwy 98. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-37** | Watercolor / Seaside Neighborhood Mobility Hub | The existing community parking area between Seaside and Watercolor serving the Van Ness Butler Jr. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Regional Beach Access. | | | | | | | | |
| **F-38** | Blue Mountain Beach Community Mobility Hub | Several potential locations are being considered in close proximity to the 30A and CR 83 intersection, serving Blue Mountain Beach. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-39** | Watersound Beach Neighborhood Mobility Hub | Potential location at the Hub | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-40** | Santa Rosa Beach Neighborhood Mobility Hub | Several potential locations along 30A, east of CR 393, in Santa Rosa Beach. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-41** | Watercolor / 395 Neighborhood Mobility Hub | Several potential locations are being considered in close proximity to the 30A and CR 395 intersection, serving Seagrove Beach. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **F-42** | Watersound Origins Regional Mobility Hub | Within Watersound Origins, in close proximity to the US Hwy 98 and Watersound Parkway intersection. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-43** | Alys Beach Neighborhood Mobility Hub | Location within Alys Beach | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-44** | Rosemary Beach Neighborhood Mobility Hub | Location within Rosemary Beach | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-45** | Greenway Station Neighborhood Mobility Hub | Location within Greenway Station development, just to the west of Eastern Lake. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-46** | South County Center Community Mobility Hub | South County Center, off US 331, between Chat Holley and US Hwy 98. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-47** | Walton County Sports Complex Community Mobility Hub | Community Mobility Hub serving Seagrove Beach, Seaside and Watersound. 250 spot parking lot. County owns land. Would serve as 2nd | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | | phase of South Walton Park-Once Environment, depending on demand for the 395 & 30A Community Mobility Hub and could serve as location of future parking garage if land is unavailable along 395. | | | | | | | | |
| **F-48** | Hospital / Mac Bayou Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and Mack Bayou intersection. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-49** | 30A West Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and 30A West intersection. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-50** | Santa Rosa Beach Publix Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and Nellie Road intersection. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| **F-51** | Super Wal-Mart Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and W Hewett Road intersection. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |

| ID | Project Name | From | To | Project Description | Place(s) | PD&E (5–10%) | Design (10-20%) | R/W (10-20%) | CST + CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **F-52** | Westbay Parkway Regional Mobility Hub | Within Watersound Origins, in close proximity to the US Hwy 98 and Westbay Parkway intersection. | | Mobility Hub | Walton Co. | $0 | $0 | $0 | $1,108,266 | $1,108,266 |
| | | | | | | | | | $55,512,109 | $55,512,109 |

## 6.4 Expectations, Emphasis Areas, and Emerging Issues

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

### 6.4.1 Strategic Highway Safety Plan

As a Federal Expectation and Emerging Issue, goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the Strategic Highway Safety Plan (SHSP), are strongly encouraged to be integrated into the Long-Range Transportation Plan. Safety performance measures and targets are further discussed in the new Systems Performance Report, provided in **Appendix D** of this Long-Range Transportation Plan. In addition, an objective of the Congestion Management Process included the need to improve safety and an evaluation of crash data. **Section 6.4.4** of this Long-Range Transportation Plan provides additional discussion of safety analysis developed from the Congestion Management Process analysis.

### 6.4.2 Freight

As a Federal Expectation and Emerging Issue, this Long-Range Transportation Plan included consultation with agencies and officials planning for freight movements to incorporate freight needs and demands, and integrate goals, objectives performance measures and targets of the State Freight Plan. The FDOT Freight Mobility Trade Plan was reviewed for development of the Needs Plan. Port and freight projects were reviewed from the updated Port Master Plan for incorporation into this Long-Range Transportation Plan. The following freight-related projects were incorporated in the 2045 Needs Plan:

- Bob Sikes Airport Connector from US90 to Bob Sikes Airport (A-003)
- Crestview Bypass East from Sr 85 to Airport Road (A-009)
- Eglin Parkway and John Sims Parkway Military Access Facility from SR 123 to Eglin Boulevard (A-12)
- Hollywood Boulevard from Hill Avenue to Doolittle Boulevard (a-014)
- Hollywood Boulevard Extension from US 98 to Hill Ave (A-015)
- I-10 from SR 85 to the Okaloosa/Walton County Line (A-016)
- I-10 from Okaloosa/Walton County Line to Walton/Holmes County Line (A-017)
- I-10 from E. Of Yellow River to SR 85 (A-018)
- I-10 from 2 mi. W. of Wilkerson Bluff to E. of Yellow River (A-019)
- I-10 from CR 189 to 2 mi. W. of Wilkerson Bluff (A-020)
- I-10 from SR 281 to CR 189 (A-021)
- SR 189 from Mary Esther Parkway to Racetrack Road (A-029)

- SR 189 from Racetrack Road to Eglin AFB West Gate (A-030)
- SR 20 from Cedar Ave S. to Range Road (A-032)
- SR 293 from S. end of bridge to N. end of bridge (A-033)
- SR 293 from Range Road Interchange to SR 85 N. (A-034)
- US 98 from CR 30A to Airport Road (A-035)
- SR 388 Extension from SR 79 to US 98 (A-036)
- SR 85 from 12th Avenue to Eglin AFB West Gate (A-038)
- SR 85 from McWhorter Avenue to PJ Adams Parkway (A-039)
- SR 85 from PJ Adams Parkway to Mirage Avenue (A-040)
- SR 85 from SR 123 to McWhorter Avenue (A-041)
- US 331 from N. of SR 20 to I-10 (A-042)
- US 331 from US 90 to Alabama State Line (A-043)
- US 90 from Fairchild Road to SR 285/Mossy Head (A-044a)
- US 90 from SR 285/Mossy Head to US 331 N. (A-044b)
- US 98 from CR 30A to US 331 (A-045)
- US 98 from US 331 to Bay County Line (A-048)
- US 98 from Brooks Bridge to Gulf National Sea Shore Drive (A-049)
- US 98 (Around the Mound) from SR 189 to Brooks Bridge (A-050)
- West Bay Parkway from US 98 to Walton County Line (A-051)
- SR 85 from W. John Sims Parkway to SR 123 (A-052)
- Crestview Bypass West from US 90 to SR 85 (A-065a)
- Crestview Bypass West from US 90 to Old Bethel Road (A-065b)
- US 98 Adaptive Signal Control System from Stahlman Ave from Tequesta Drive (A-066)
- US 98 Adaptive Signal Control System from S. Holiday Road to US 331 (A-067)
- US 331 from SR 20 to Choctawhatchee Bay (A-069)
- SR 20 East from Bay County to Black Creek Boulevard (A-070)
- SR 20 West from Alaqua Drive to Okaloosa County (A-071)
- SR 83 from Alabama State Line to WWII Veterans Lane (A-078)
- SR 83 from WWII Veterans Lane to SR 83 Alternatives (A-079)
- SR 83 from SR 83 Alternatives to US 90 (A-080)
- US 331 from US 90 to I-10 (A-082)
- US 331 S/ from I-10 to US 90 (A-083)
- US 90 from CR 183 to 1st Street (A-084)
- New I-10 Interchange from US 331 S to Coy Burgess Connector (A-088)
- US 331 from Jolly Road to Char Holley Road (A-089)
- US 331 from Chat Holley Road to US 98 (A-090)

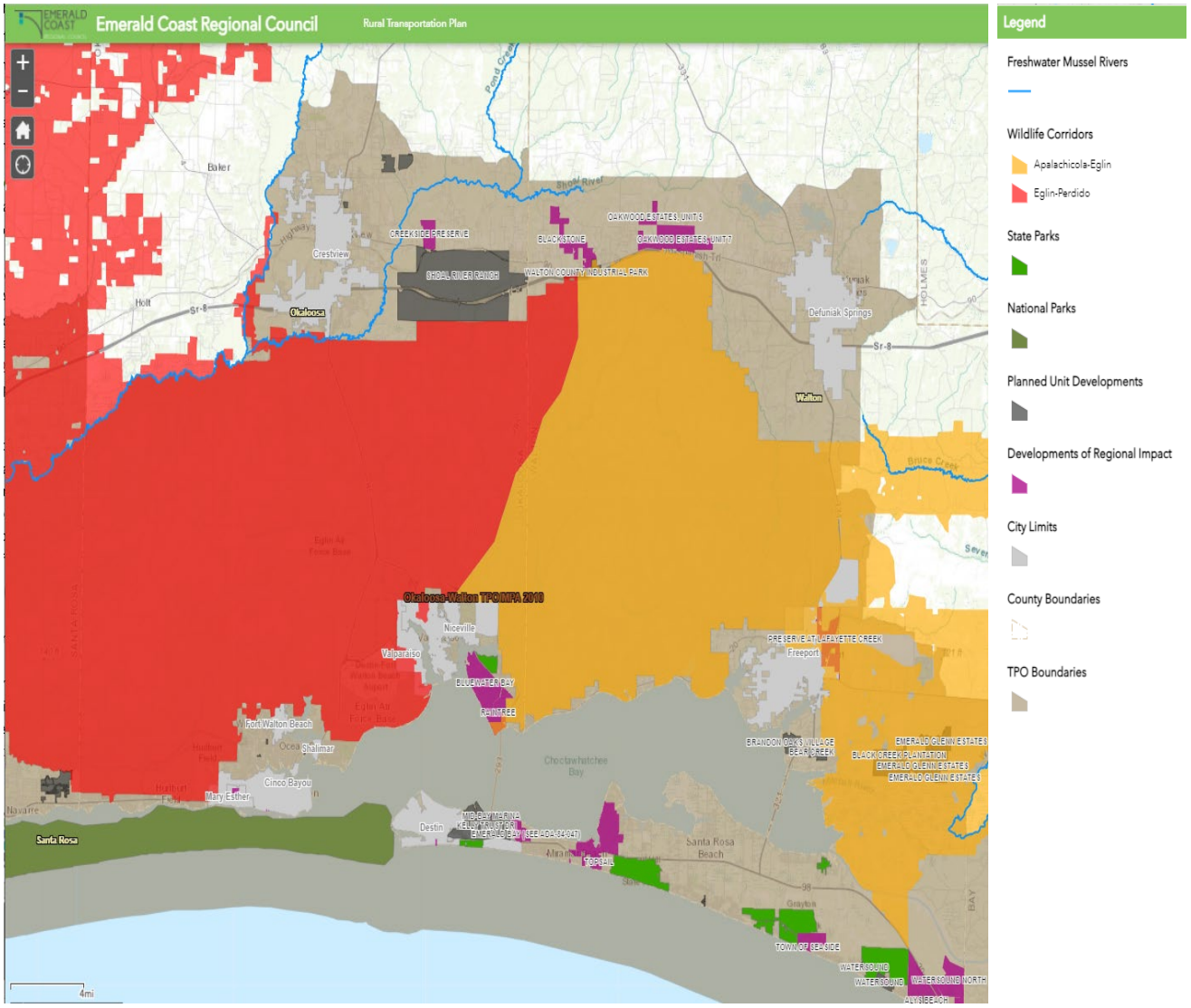
- US 98 from Mack Bayou Road to Sandestin boulevard (A-131)
- US 98 from Sandestin Boulevard to Okaloosa County Line (A-145)
- US 98 from 30A W to Mack bayou Road (A-147)
- US 90 from US 331 S to US 331 N (A-149)
- I-10 Improvements from SR 81 to SR 85 (A-150)
- I-10 from CR 280 to Coy Burgess Connector (A-151)

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

### 6.4.3 Environmental Mitigation / Consultation

As discussed earlier in this section on Needs Plan development, a notable improvement for the 2045 Long- Range Transportation Plan development was the incorporation of an on-line Geographic Information System (GIS) map. The GIS map was used to accomplish multiple objectives in throughout the development of Needs Plan including consideration of environmental resources such as parks, resource agency management areas, and state forests. Also tied to the development of this Long-Range Transportation Plan, the Regional Rural Plan further mapped other resources such as Environmental Critical Habitat Rivers, Wildlife Corridors, Prime Farmland, State parks and forests, National Parks, Evacuation Zones (including Coastal High Hazard areas), Planned Unit Developments, and Developments of Regional Impact (**Figure 22**). These layers were used for consideration of Needs Plan projects to help determine if a project would have unnecessary or potential adverse environmental impacts that could be avoided.

Figure 22. Environmental Mitigation



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

In the State of Florida, environmental mitigation options specific to wetlands are defined by 62.340 F.A.C. and Section 404 of the Clean Water Act. For transportation projects, mitigation completed through a partnership between the implementing agency (such as FDOT, or the sponsoring local government) and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). The FDOT Mitigation Program is a great benefit to TPOs because it offers them an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, TPOs, and local agencies. When addressing mitigation, there is a general rule to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when TPOs are identifying areas of potential environmental concern due to the development of a transportation project. A typical approach to mitigation that TPOs can follow is to:

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

Where impacts cannot be avoided or minimized, mitigation may be required as identified through the PD&E and permitting process. Specific mitigation is generally not finalized until the permitting phase of the project which is generally associated with final design phases.

The Northwest Florida Water Management District (NWFWMD) has a Regional Mitigation Plan and In-Lieu Fee Program to provide mitigation options for FDOT when use of a mitigation bank is not available. These programs do not compete with private mitigation banks. The intent of the NWFWMD In-Lieu Fee Program is to provide compensatory mitigation options to the FDOT for areas not presently served by private mitigation banks or where appropriate bank credits, as determined by the

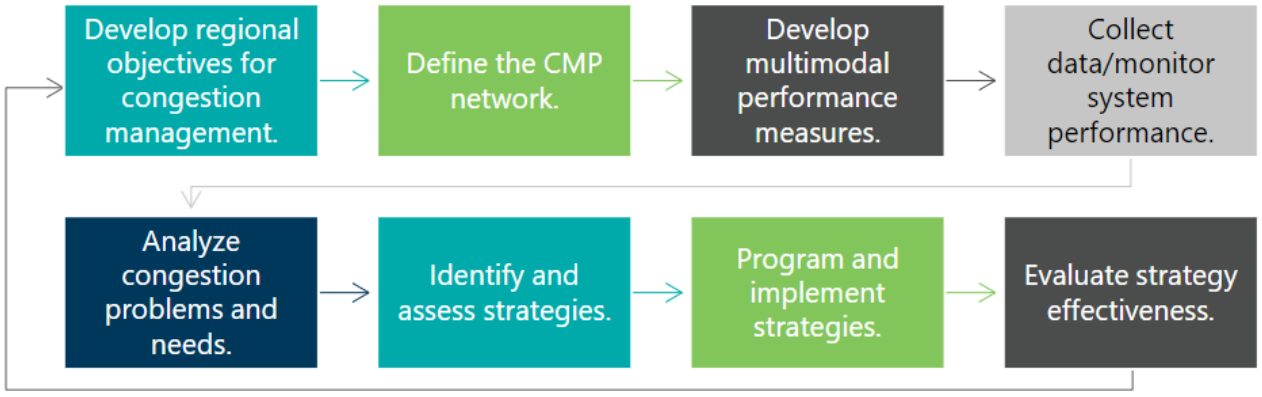
United States Army Corps of Engineers (USACE), are not available. Mitigation to non-FDOT entities, if deemed acceptable under Florida statutes, may be provided on a case-by-case basis only with concurrence from FDOT.

While the previous discussion has largely focused on wetlands, there are other environmental impacts and mitigation options associated with transportation projects such as noise, light, surface water runoff, and right-of-way acquisition which could affect a variety of resources from wildlife habitat to cultural and historical resources to recreational resources and conservation or scenic easements. Mitigation options for recreational resources are defined in coordination with the implementing agency pursuant to Section 4(f) of the U.S. Department of Transportation Act (for federally-funded transportation projects).

### 6.4.4 Congestion Management

A Congestion Management Process was completed (April 2021) in association with the development of this Long-Range Transportation Plan which included vetting through the Steering Committee. The purpose of a CMP is to develop a systematic process to effectively manage and operate the transportation system. The complete CMP is provided as a reference document to this Long-Range Transportation Plan. The process is summarized in **Figure 23**.

Figure 23. Congestion Management Process




Error! Reference source not found. shows the summary table from the CMP which links the Objectives to performance measures, and provides references to the applicable sections of the CMP. **Table 29** identifies the objectives, mitigation strategies, and performance measures in the CMP. **Table 30** identifies the performance measure data in the CMP.

The Okaloosa-Walton TPO uses the CMP as an integral part of the planning process, including the LRTP and the TIP. Through the TPO's annual project priority process, Corridor Management Plan Studies are ranked for consideration in the TPO's Five Year TIP. Once a Corridor Management Plan is

complete, it is again prioritized by the TPO for implementation of potential improvements in the Five-Year TIP. Corridor Management Plan improvements can also be implemented through resurfacing projects and local municipalities. Local municipalities should also review the LRTP Needs Plan for new roadways and consider implementing Corridor Preservation Ordinances in their jurisdictions to reduce future Right-of-Way costs. **Table 15** and **Figure 21** in **Section 6.3** of this Long-Range Transportation Plan list and show the Corridor Management / Complete Streets projects.

**Table 28. Congestion Management Process Reference Table**

| CMP Objective | Performance Measure | Data Source Analysis | CMP Report Reference |
|---|---|---|---|
| **Options for Reducing Travel Demand** | Implement Transportation Demand Management (TDM) Strategies | % Carpool Ridership | Appendix C |
| | Increase Transit Ridership | Public transportation annual passenger miles of travel | Appendix C |
| | | Commute to Work Mode Split | Table 9, Table 10 |
| | Decrease Vehicle Miles Traveled (VMT) | Vehicle Miles Traveled (VMT) | Figure 17 |
| | Reduce Average Commute Time to Work | Commute to Work Travel Times | Table 9, Table 10 |
| **Improve Safety** | Reduce Roadway Crash Rates | Annual Crash Rates (Vehicle) | Table 7, Table 8 |
| | Reduce Bicycle and Pedestrian Crash Rates | Annual Crash Rates (Bike, Ped) | Table 7, Table 8 |
| **Encourage Active Transportation** | Increase bicycle and pedestrian connectivity through additional and improved facilities | SHS Miles<br>Pedestrian Facility Miles<br>% Pedestrian Facility SHS Coverage<br>Bicycle Facility Miles<br>% Bicycle Facility SHS Coverage<br>County Population (5-Year Census ACS Estimates)<br>Total Population of Census Block Groups within 1 mile of Bicycle Facilities<br>% Population within mile of Bicycle Facilities | Appendix C |
| **Provide Reliable and Efficient Transportation Options** | Improve roadway capacity with inadequate Level of Service (LOS) | FDOT LOS Tables | Appendix B |
| **System Preservation** | Improve resurfacing practices to reach recommended resurfacing guidelines | # of Miles Resurfaced Annually | Appendix C |

**Table 29. Congestion Management Process Reference Table**

| CMP Objective | Mitigation Strategies | Performance Measures | Data Tracking Needs | Policy Recommendation |
|---|---|---|---|---|
| **Options for Reducing Travel Demand** | ❖ Implement Transportation Demand Management (TDM) Strategies<br>❖ Provide mode choices to the commuters | - Increase participation in TDM programs<br>- Increase bicycle and pedestrian connectivity through additional facilities and improved facilities<br>- Increase transit usage<br>-Expand transit system<br>-Decrease vehicle miles traveled (VMT)<br>-Reduce Average Travel Time to Work | ▪ Vehicle Miles Traveled (VMT)<br>▪ Public transportation annual passenger miles of travel<br>▪ Commute to Work Travel Times<br>▪ Commute to Work Mode Split<br>▪ Annual rideOn participation<br>▪ # of Bike/Pedestrian connections/improvements funded and completed<br>▪ Transit System Improvement Metrics (# of routes, average headways, average commute times, # of choice riders) | ✓ Adjust project prioritization evaluation criteria to increase funding resources of active transportation modes.<br>✓ Commit dedicated annual funding to the expansion of system-wide bicycle and pedestrian facilities.<br>✓ Provide dedicated resources to support TDM program activities and annual reporting. |
| **Improve Safety** | ❖ Engage Community Traffic Safety Team (CTST) with community awareness and education<br>❖ Prioritize safety of active transportation modes<br>❖ Seek out engineering solutions for high crash "hot spots"<br>❖ Implement access management strategies to reduce conflict points | - Reduce crash rates | ▪ Annual Crash Rates (Vehicle, Bike, Ped)<br>▪ Annual Fatalities (Vehicle, Bike. Ped)<br>▪ Annual report of CTST awareness activities and outcomes<br>▪ Location of High Crash Areas ("Hot Spots") | ✓ Include immediate safety needs in short-term funding priorities.<br>✓ Dedicate resources to CTST Program. |

| | | | | |
|---|---|---|---|---|
| **Encourage Active Transportation** | ❖ Promote the use of public transportation and make the transit stops more accessible<br>❖ Encourage biking and walking by improving bicycle and pedestrian infrastructure and improving connectivity | -Increase # of miles of bike and pedestrian facility projects that create connectivity between existing multimodal facilities<br>-Improve transit facilities to be ADA compliant | ▪ % of Annual Funding Dedicated to Active Transportation Facilities<br>▪ % of Transit Facilities Compliant with ADA | ✓ Adjust project prioritization evaluation criteria to increase the weight of active transportation modes.<br>✓ Provide funding for separated bicycle and pedestrian facilities |
| **Provide Reliable and Efficient Transportation Options** | ❖ Implementation of Transportation System Management and Operation Strategies<br>❖ Improve the flow of traffic<br>❖ Re-time traffic signals annually<br>❖ Prioritize capacity improvements for roadways with demand that exceeds maximum service volumes | - Improve traffic flow<br>- Improve capacity of roadways with inadequate LOS<br>- Increase ITS capabilities | ▪ Annual LOS Data (FDOT)<br>▪ ITS System Metrics | ✓ Dedicate resources and funding for traffic monitoring, management, and control facilities and programs<br>✓ Commit to Implementing the Advanced Traffic Management System (ATMS)<br>✓ Dedicate funding resources in operational roadway improvements (Corridor Management) each fiscal year<br>✓ Prioritize projects with LOS F<br>✓ Prioritize low-cost, operational improvements that will reduce congestion |
| **System Preservation** | ❖ Resurface Major & Minor Arterials on Recommended Cycle | -Improve resurfacing practices to reach recommended resurfacing guidelines | ▪ # of Miles Resurfaced Annually<br>▪ Asset Inventory<br>▪ Pavement Condition Data | ✓ Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle. |

## Table 30. Congestion Management Process Performance Measures Table

| CMP Objective | Performance Measure | Data Source | 2015 | | | 2016 | | | 2017 | | | 2018 | | | 2019 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | O-W TPO | Okaloosa | Walton | O-W TPO | Okaloosa | Walton | O-W TPO | Okaloosa | Walton | O-W TPO | Okaloosa | Walton | O-W TPO | Okaloosa | Walton |
| **Options to Reduce Travel Demand** | % Car, Truck, Van – Car Pooled to work | ACS | 8.3% | 7.8% | 10.1% | 8.5% | 8.1% | 10.0% | 8.8% | 8.6% | 9.3% | 8.7% | 8.6% | 9.2% | 9.3% | 9.1% | 10.2% |
| | % Pedestrian Facility SHS Coverage | FDOT | - | | | | | | | | | | | | | | |
| | % Bicycle Facility SHS Coverage | FDOT | - | | | | | | | | | | | | | | |
| | Passengers per Revenue Mile (Fixed route and demand response) | FTA National Transit Database (NTD) | - | 0.2 | | | 0.2 | | | 0.1 | | | 0.2 | | | 0.1 | |
| **Improve Safety** | Serious Injury Rates per Annual 100 Million Vehicle Miles of Travel (MVMT) | FDOT Crash Analysis Reporting (CAR) | 6.751 | 5.892 | 8.268 | 5.774 | 5.689 | 5.924 | 5.845 | 6.609 | 4.515 | 3.004 | 2.626 | 3.650 | | | |
| | Fatality Rates per Annual 100 MVMT | FDOT Crash Analysis Reporting (CAR) | 1.367 | 1.741 | 0.709 | 1.072 | 0.905 | 1.367 | 1.451 | 1.544 | 1.290 | 0.732 | 0.794 | 0.626 | | | |
| **Encourage Active Transportation Modes** | % Population within 1 mile of Bicycle Facilities | FDOT/ALDOT | | | | | | | | | | | | | | | |
| **Provide Reliable and Efficient Transportation Options** | Percent of facilities with LOS D, E, or F | FDOT LOS Tables | 26% | 35% | 5% | 28% | 36% | 11% | 29% | 36% | 13% | 30% | 36% | 15% | 32% | 39% | 15% |
| **System Preservation** | # of Resurfacing Projects in | FDOT Transportation | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TIP/Total Projects in TIP | Improvement Program (TIP) | | | | | | | | | | | | | | | |

### 6.4.5 Americans with Disabilities Act

When a project advances into the planning phases, the implementing agency has the responsibility to complete the design in accordance with applicable regulations including the Americans with Disabilities Act (ADA). The emphasis on Corridor Management / Complete Streets projects in this LRTP will bring additional emphasis to ADA needs as projects are evaluated for mobility for all users.

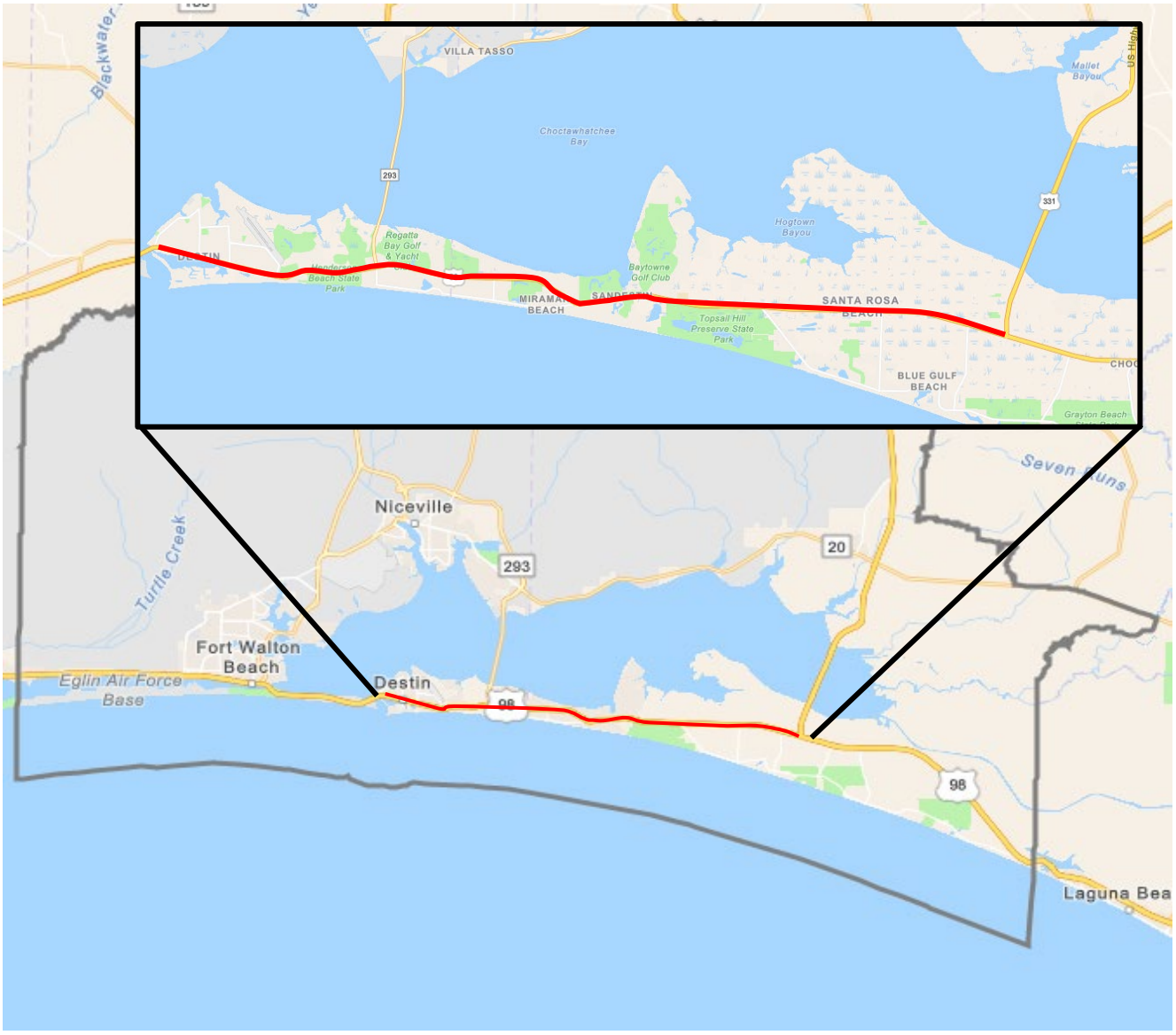
### 6.4.6 Multi Modal Feasibility

In development of this Long-Range Transportation Plan, the Okaloosa-Walton TPO has considered both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The Strategic Intermodal System (SIS) projects address linkages between surface transportation and other modes such as the Port of Panama City and connection to the Airport and military facilities. SIS projects are included in the Needs Plan to address these linkages. Outside of the SIS network, additional projects were incorporated through Steering Committee involvement to address more localized improvements. Where improvements for turn lanes and other Transportation System Management (TSM) options were more appropriate, ECRC staff coordinated with Steering Committee members to make recommendations for other ways to realize the requested improvements if the project could not be incorporated into this Long-Range Transportation Plan. In addition, this Long-Range Transportation Plan Needs Plan incorporates 93 capacity projects that include multi-modal transportation enhancements and treatments along with 52 transit projects and 34 bicycle / pedestrian projects. In a new emphasis area, this Long-Range Transportation Plan also identifies 15 Corridor / Complete Streets projects.

### 6.4.7 Intelligent Transportation System (ITS) / Mobility on Demand / Emerging Technology

Sustainment and continued development of the Intelligent Transportation System (ITS) network and infrastructure continues to be a non-SIS priority for the Okaloosa-Walton TPO. Funding is set aside in this LRTP for ITS operation and maintenance at $950,000 for TMC and $500,000 for upgrades. Okaloosa-Walton TPO is working on a signal coordination project known as the US 98 Adaptive Signal Control System (Project A-066 & A-067) (**Figure 24**) which covers nearly 20 miles of corridor along US Highway 98 to provide for traffic signal coordination data. The US 98 Adaptive Signal Control System is aimed at making the visitor, and resident, experience better and improving economic vitality by improving safety and mobility and increasing economic development.

Figure 24. US 98 Adaptive Signal Control System



**Appendix E** of this Long-Range Transportation Plan provides discussion of how emerging technologies, such as automated vehicles, will impact transportation needs on the Emerald Coast, focusing primarily on:

Automated vehicles (AVs), which use an on-board sensor suite to interpret their environment and control some or all driving inputs.

Mobility as a Service (MaaS), which describes the integration of public and private transport services to provide an alternative to personally owned vehicle.

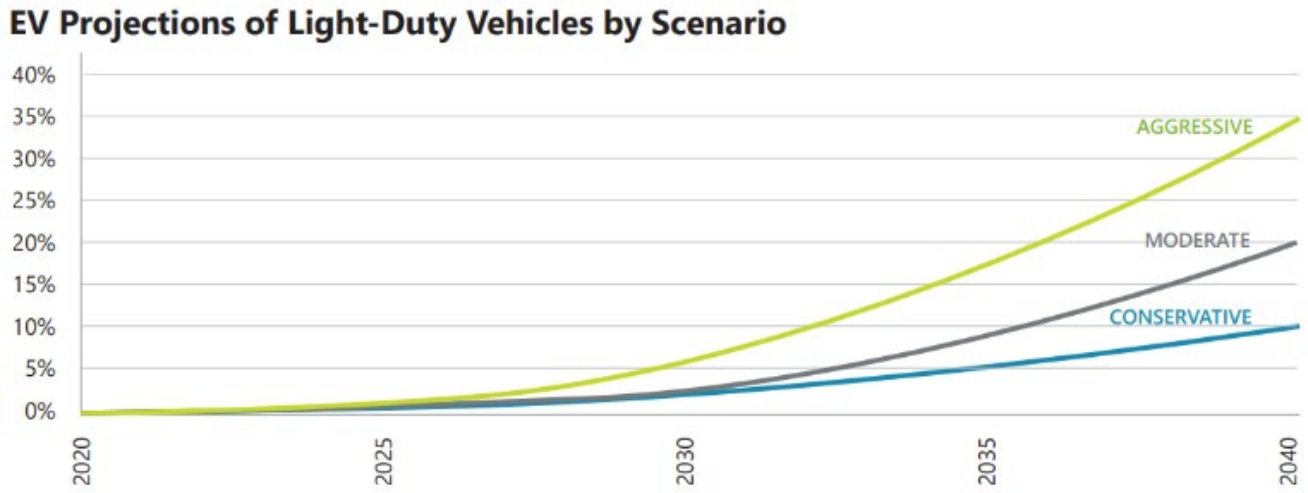
There has been much discussion about how these technologies will enhance future travel, with potential benefits such as crash avoidance, improved system efficiency, and new mobility options. At the same time, agencies must carry out their existing mission of meeting the needs of today's travelers. The discussion in **Appendix E** aims to present practical considerations that complement existing investments in advanced traffic management systems (ATMS) while "future-proofing" for emerging technologies. The following topics are addressed:

- Travel pattern impacts
- Mobility and capacity opportunities
- Safety considerations
- Impacts on land use and urban form
- Equity and environmental needs
- Supportive policy considerations.

For the purposes of planning, a moderate adoption rate is assumed for passenger vehicles. **Figure 25** shows scenarios for adoption rates from FDOT.[8] A Moderate adoption rate is assumed for this Long-Range Plan. As of July 2020, the current adoption rate was 0.41% according to the FDOT EV Master Plan implementation office.

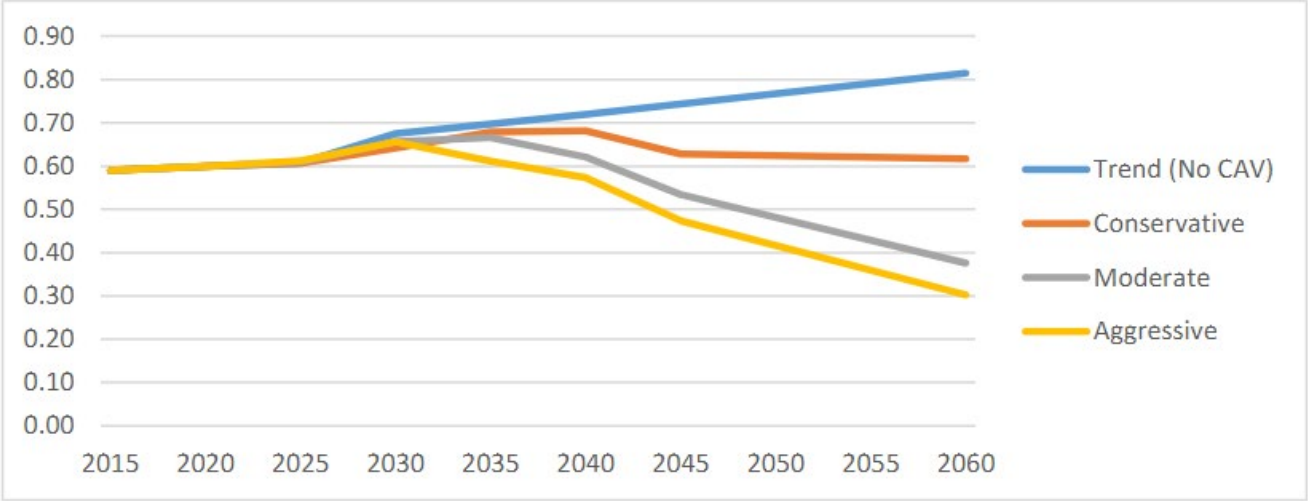
[8] FDOT EV Infrastructure Master Plan Status Report (December 2020). https://www.fdot.gov/planning/fto/ev

Figure 25. Electric Vehicle Projections of Light-Duty Vehicles




FDOT recently conducted analysis across three scenarios (conservative, moderate, and aggressive adoption) to analyze the mobility impacts of CVs on the Strategic Intermodal System (SIS) network. Following continued trends (no CV adoption), the Volume over Capacity ratio will trend from 0.6 to 0.8 in the coming decades. With aggressive CV adoption, the Volume over Capacity ratio is projected to be cut in half, to 0.3, as shown in **Figure 26**.

Figure 26. Potential Impact of Connected Vehicles on Volume-to-Capacity Ratios




**Appendix E** concludes with an analysis of projects in the Needs Plan to determine how incorporation of emerging technologies might affect the overall transportation needs. In summary, 60% of the vehicle fleet will be capable of forming platoons with the headway improvements sufficient to see throughput improvements, vehicle miles traveled (VMT) will increase 1% for every 10% in CAV market

penetration, resulting in an increase of 6%, and roadway capacity will increase by 15%, with most of this benefit occurring in controlled, limited-access environments.

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

This Long-Range Transportation Plan continues to include ATMS implementation as improve a need and in the Cost Feasible Plan.

The need for additional electric vehicle charging is being studied in conjunction with evacuation routes under the Florida Department of Agriculture and Consumer Services (FDACS), Office of Energy, in partnership with the Clean Cities Coalition, as the Florida Electric Vehicle Roadmap (FEVR) project.[9] The following statements are referenced from that report:

There are approximately 186 publicly accessible high-speed chargers in Florida from a variety of providers, and Tesla currently has 327 fast chargers in the state. The ratio of Tesla vehicles to fast chargers is 96 vehicles per fast charger, the ratio of all other EV vehicles in the state to publicly available fast chargers is 138 vehicles per charging station.

Currently there is little infrastructure in the interior of the state to support evacuation significant portions of I-75, and I-10 in the panhandle have very little fast charging.

There are over 60,000 light-duty EVs registered in Florida, and most of them are within a few miles from one of our coasts. The acceptance and growth of electric vehicles continues to accelerate in Florida, and reliable, high-speed EV charging facilities are needed to support the evacuation of owners during an emergency.

There are currently limited locations within the Okaloosa-Walton TPO area to accommodate electric vehicle charging. However, options along the major east/west, and north/south, corridors are needed. For example, the nearest Tesla supercharger location is in Panama City Beach at 14100 Panama City Beach Parkway (Busy Bee). Other destination charge points are found in Panama City

[9] https://www.fdacs.gov/content/download/93808/file/Emergency-Evacuation-of-Florida-EVs-Interim-Report.pdf

Beach and Panama City. EV charging options are limited off the I-10, US 331, and SR 85 corridors in the TPO Area.

As presented in the FDOT Electric Vehicle (EV) Infrastructure Master Plan (April 2021), and Status Report (December 2020),10 opportunities exist for more Tesla and electric vehicle charging stations within the O-W TPO. The Florida Department of Environmental Protection (FDEP) periodically offers local governments competitive grant funding to electric vehicle charging infrastructure focusing on I-10, I-95, I-75, and I-4. FDEP intends to fund approximately 32 charging station sites along these evacuation corridors.

**Figure 27** shows locations of known electric vehicle charging stations. Data is from the US Department of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuels Data Center.[11] Locations of known electric vehicle charging stations *for all types of connectors* indicate more options within the O-W TPO area, but these are typically individual spaces located at hotels or places of business and are generally not suitable for accommodating a growing electric vehicle charging infrastructure. This map indicates a need for additional stations along the east / west, and north/south, corridors, as shown in **Figure 28** from the FDOT *EV Infrastructure Master Plan* (April 2021). Additional consideration should also be provided to electric vehicle charging for commercial trucks.

In addition to the ATMS implementation and future development of the electric vehicle charging network discussed above, there are other actions shown in

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

[11] https://afdc.energy.gov/stations/#/find/nearest

**Figure** 29 which can be considered to prepare for incorporating of emerging technology, as prepared by the FDOT Office of Policy Planning, *Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles* (September 2018).

**Figure 27. Electric Vehicle Charging Locations**

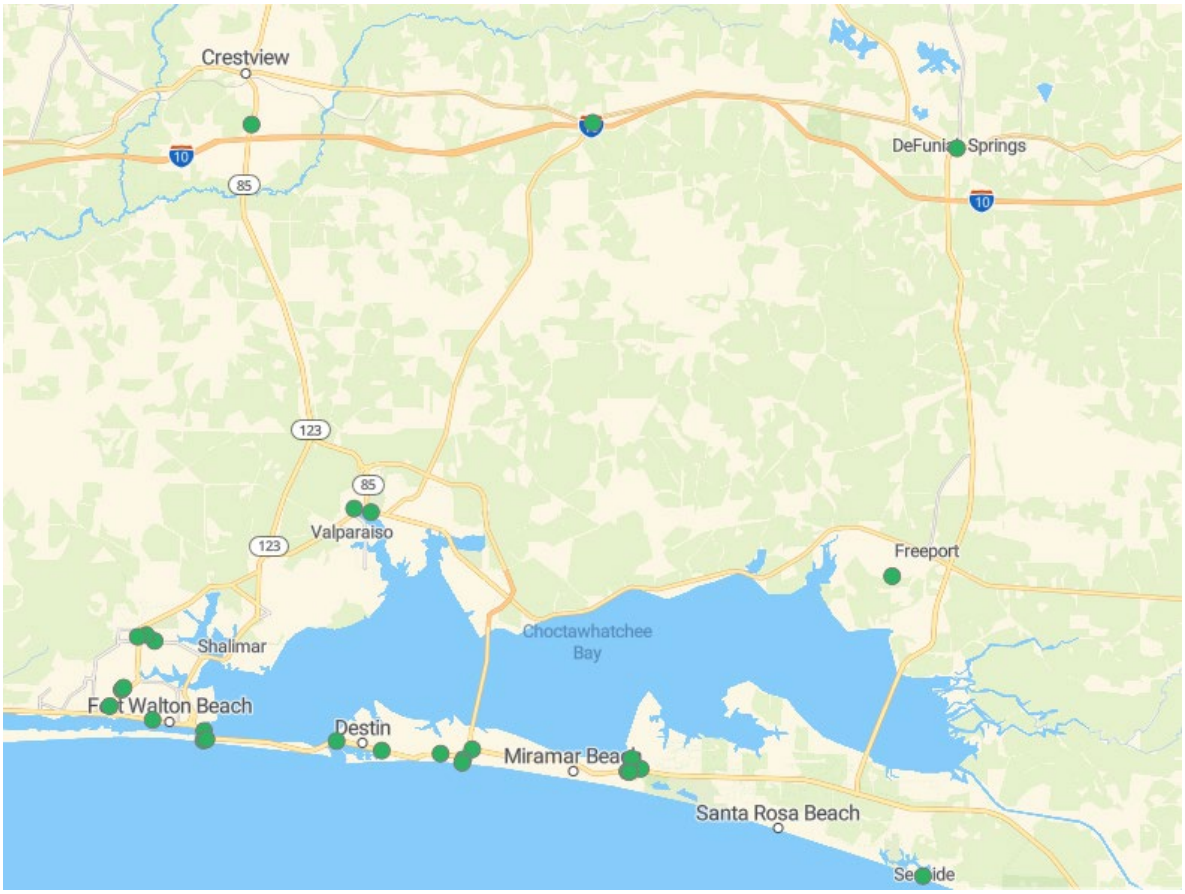


Figure 28. Potential Locations for Direct Current Fast Charging (DCFC) Stations

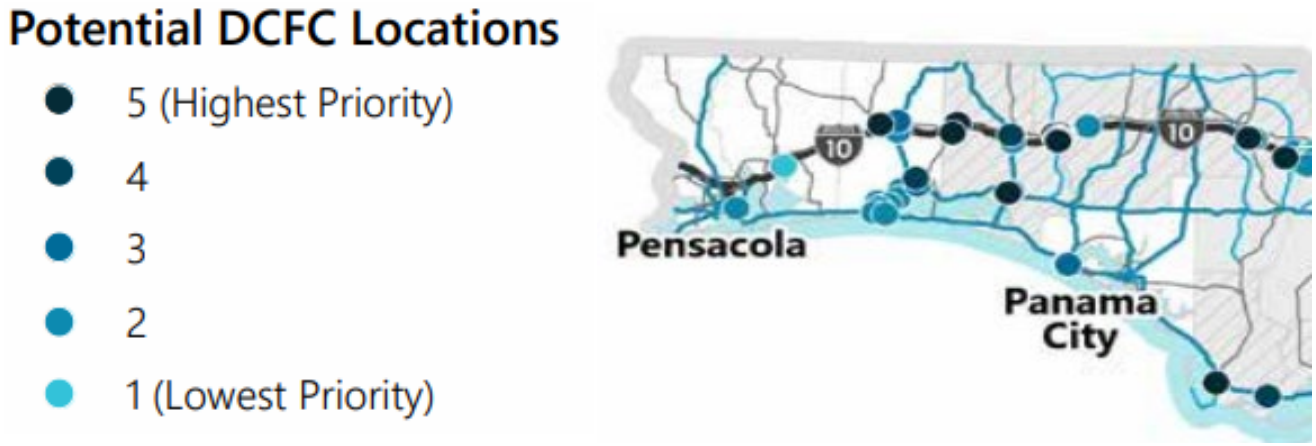


Figure 29. ACES Supportive Projects

The FDOT Office of Policy Planning has provided additional guidance in, *Addressing Automated, Connected, Electric, and Shared-Use Vehicle Impacts in Planning Documents* (August 2020). Recommendations are made for the following categories: Automated Vehicle Planning, Connected Vehicle Planning, Electric Vehicle Planning, and Shared-Use Vehicle Planning. The summary recommendations are listed in **Table 31** and incorporated into this Long-Range Transportation Plan for the Okaloosa-Walton TPO as policy to guide local governments and the ECRC.

**Table 31. Recommendations to Embrace Emerging Technologies**

| Category | Best Practice Recommendation |
|---|---|
| Automated Vehicles | Establish an interagency AV Working Group to address anticipated AV needs for the region. |
| | Collect and inventory of curb usage (Freight, resident, parking meter, etc.) to prepare for likely increases in pick-up/drop-off needs. |
| | Examine current funding sources used for transportation, because AVs will likely reduce gas tax collections and potential parking or traffic violation revenues that are applied to transportation infrastructure or transit operations. |
| | Identify transportation underserviced areas, why there are challenges, and how AVs may be a part of the solution to improving equitable mobility in these underserved areas. |
| | Introduce piolet projects to familiarize the public with AV capabilities. |
| | Analyze regional workforce components as a driver-focused service such as taxi drivers, delivery drivers, etc., may have less demand, while also examining the local educational and training needs of the future AV enabled workforce. |
| | Initiate a communication and public outreach or education plan specific to AV. |
| | Develop a regional data plan that considers how the data will be collected and used, who has access to part or all of the data, how often it is updated or verified, how it can be secured, and how privacy concerns can be addressed. |
| Connected Vehicles | Develop and communicate an institutionalized framework. |
| | Prioritize and allocate funding. |
| | Create a unified message and awareness as well as provide opportunities for preparing current and future workforce. |
| | Foster economic development and leveraging relations with industries, universities, and others. |
| | Create a framework for consistent infrastructure preparedness, including general facility design, software updates, and hardware upgrades. |
| | Create a statewide CAV-ready environment for deployment of infrastructure and meeting any identified needs. |
| | Move from planning to full-scale CAV deployment and implementation using various applications to achieve safety, mobility, and economic goals. |
| | Initiate a communication and public outreach or education plan specific to AV. |
| | Develop a regional data plan that considers how the data will be collected and used, who has access to parts or all of the data, how often it is updated and verified, how it can be secured, and how privacy concerns can be addressed. |

| Category | Best Practice Recommendation |
|---|---|
| Electric Vehicles | Facilitate training of first responders in the proper treatment of EVs involved in crashes, floods, and other emergencies. |
| | Facilitate studies of regional electric power generation and transmission grid capacity, regional EV charging needs, role of renewable energy and emerging energy storage technologies in addressing gaps, and public charging infrastructure needs. |
| | Broker partnerships between transportation agencies, electric utilities, fleet operators, and other stakeholders to leverage transportation and other funding programs to address EV charging infrastructure gaps. |
| | Develop funding programs to convert municipal motor pool, maintenance vehicles, school buses, and other fleets to EVs, including financing approaches based on life cycle cost savings, in partnership with utilities and clean energy agencies. |
| | Facilitate studies and funding partnerships to convert transit systems to electric buses and vans, potentially in combination with automation and bus rapid transit features. |
| | Build on VMT fees or other alternatives to motor fuel taxes as federal and state mandated revenue collection mechanisms are introduced to preserve revenue streams for maintenance and operations. |
| | Designate a regional EV charging coordinator to manage public education programs, coordinate with municipalities and fleet operators on charging infrastructure buildout and fleet conversions, and manage funding programs. |
| | Develop model zoning ordinances, permitting processes, parking requirements, and other regulations to help municipalities remove barriers to charging infrastructure installation. |
| | Convene member local governments to establish timelines and incentives to shift taxi, ridesharing, and local delivery fleets to EVs, such as reduced or waived license fees, curb access fees, and congestion charges. |
| | Consider center city bans of internal combustion engine powered vehicles in combination with provision of adequate charging infrastructure and transit options. |
| | Define and implement variable VMT pricing to manage congestion, encourage equitable ridesharing service delivery in low-income neighborhoods, and achieve other local policy goals can improve both transportation system performance and equity. |
| | Provide technical assistance in the conversion of private fleets and provision of associated EV charging facilities, including support for securing federal grants or other public funding as appropriate, to private fleet operators, including major employers, trucking companies, logistics firms, utilities, and other partners. |
| | Develop low-income EV purchase and carsharing programs to expand the benefits of lower cost electric mobility to households that have difficulty financing a new vehicle. Coordinate with VMT fee waivers or other pricing policies for essential workers or low-income communities to address equity issues as appropriate. |
| | Conduct or support studies to coordinate introduction of on-street charging infrastructure with recovery of street space for other uses as AV adoption reduces parking demand. |
| | Work with municipalities to establish timelines and incentives for conversion of taxi, rideshare, and local delivery fleets to EVs. |

| Category | Best Practice Recommendation |
|---|---|
| Shared-Use Vehicles | Evaluate origin-destination patterns for shared-use vehicles such as bikes or scooters, planning agencies may determine that revised typical sections may be appropriate to allow for, or encourage, more shared-use utilization derived from typicals that provide physical separation from other traffic. |
| | Evaluate where shared-use vehicles can help provide affordable mobility options for transportation underserved areas in an effort to improve neighborhood connectivity. |
| | Develop an effective shared-use vehicle plan to focus on mobility of people rather than vehicles. |

As autonomous vehicle technology continues to advance, it is anticipated that changes in land use and transportation will require regulatory preparation and policy reevaluation. Public transit infrastructure will require changes to accommodate autonomous vehicles. Infrastructure improvements could include: fixed guideways, clear signage, well-maintained roadways, and curb adjustments for ADA considerations. These changes will improve the safety and efficiency of autonomous vehicles. Coordination between land use planning and transportation planning will be necessary as these changes occur.

### 6.4.8 Tourism

Tourism considerations were incorporated through reviewing state and local planning documents to incorporate tourism needs in development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to establishing tourism development as part of the transportation network: Comprehensive Economic Development Strategy, Florida Greenways and Trails System Plan, Okaloosa County Comprehensive Plan, Walton County Mobility Plan, Bay-Walton Sector Plan, Fort Walton Beach Community Redevelopment Area Plan, and the Destin Comprehensive Plan. Representation on the Steering Committee included local governments.

In response, **Objective F.7** identifies the need to incorporate a tourism strategy into the needs of the transportation system. Projects that directly relate to travel and tourism that are incorporated in the Needs Plan include:

*Capacity Projects*

- Eglin Parkway and John Sims Parkway Military Access Facility from SR 123 to Eglin Boulevard (A-012)
- I-10 from SR 85 to Okaloosa Co./ Walton Co. Line (A-016)
- I-10 from Okaloosa Co./Walton Co. Line to Walton Co. Holmes Co. Line (A-017)
- I-10 from E. of Yellow River to SR 85 (A-018)
- Mattie M. Kelly Boulevard from Airport Road to Southern End (A-025)

- Mattie M. Kelly Corridor Extension from US 98 to Airport Road (A-026)
- Sr 189 from Mary Esther Parkway to Racetrack Road (A-029)
- SR 189 from SR 188 to Eglin AFB West Gate (A-030)
- SR 20 from King Road to black Creek Boulevard (A-031)
- SR 293 from S. End of Bridge to N. End of Bridge (A-033)
- SR 30 from CR 30A to Airport Road (A-035)
- SR 85 from 12 Avenue to Eglin AFB West Gate (A-037)
- SR 85 from General Bond Boulevard to SR 189 (A-038)
- SR 85 from McWhorter Avenue to PJ Adams Parkway (A-039)
- SR 85 from PJ Adams Parkway to I-10 (A-040)
- SR 85 from SR 123 to McWhorter Ave (A-041)
- US 331 from N. of SR 20 to 1-10 (A-042)
- US 331 from Us 90 to Alabama State Line (A-043)
- US 98 from CR 30A to US 331 (A-045)
- US 98 from US 331 to Bay Co. Line (A-048)
- US 98 Adaptive Signal Control System from Stahlman Avenue to Tequesta Drive (A-066)
- US 98 Adaptive Signal Control System from S Holiday Road to US 331 (A-067)
- US 331 from SR 20 to Choctawhatchee Bay (A-069)
- SR 20 E. from bay Co. Line to Black Creek Boulevard (A-070)
- SR 83 from WWII Veterans Lane to SR 83 Alternatives (A-079)
- US 331 S. from US 90 to I-10 (A-082)
- US 90 from Cr 183 to 1st Street (A-084)
- US 331 from Jolly Road to Chat Holley Road (A-089)
- CR 30A from CR 283 to CR 393 (A-093)
- CR 30A from Cr 393 to US 98 (A-094)
- US 98 from Sandestin Boulevard to Okaloosa Co. Line (A-145)
- US 90 from US 331 S. to US 331 N (A-149)
- I-10 from SR 82 to SR 85 (A-150)

*Corridor / Complete Streets Projects*

- SE 85 Corridor Management Plan from Airport Road to Aplin Road (C-10)
- SR 85 Complete Streets/Corridor Management Study from SR 123 to Mirage Ave (C-11)
- US 98 Complete Streets from Hurlburt Field Entrance to Perry Avenue SE (C-12)

*Transit Projects*

- SR 189 from SR 189 to US 98 (F-01)

- Express Transit Service from Crestview to Destin (F-02)
- Transit Circulator Along Scenic Gulf Drive from US 98 to US 98 (F-03)
- 30A Transit Circular from Watersound Beach to Eastern Lake Hub (F-05)
- 30A Transit Circulator from Seagrove Beach to Grayton Beach Hub (F-07)
- 30A Transit Circular Phase 2 from Grayton Beach to Blue Mountain Hub (F-08)
- 30A from Dune Allen Beach Hub to Grand Boulevard Hub (F-11)
- County Sports Complex Transit Connector Phase 2 from Walton Sports Complex Mobility Hub to Watercolor Community Mobility Hub (F-15)
- Inlet Beach Circulator from Inlet Beach to Watersound Parkway Hub (F-16)
- US 98 Transit Service from 30A E to Miramar Beach Regional Hub (F-18)
- US 331 Enhanced Transit from DeFuniak Springs to South County Center Community Mobility Hub (F-19)
- Scenic 98 Transit Circular Phase I from Miramar Beach Mobility Hub to Driftwood Drive (F-20)
- US 98 Transit Service from Miramar Beach Regional Hub to US 98 Community Mobility Hub (F22)

*Bike / Ped Projects*

- Multi-Modal Facility from Scenic Gulf Drive to MC Davis Boulevard (B-15)
- Hollywood Boulevard Multi-Modal Facility from Eglin Parkway to Mary Esther Boulevard (B-19)
- Multi-Modal Facility along Gulf Power Easement from US 98 to US 98 (B-21)
- Okaloosa Island Bridge – Bridge Multi-Use Path from Pier Rod to Marler Bridge (B-26)
- Downtown Fort Walton Beach Bike Ped Connections from SR 98 to Hollywood Boulevard NE (B-48)
- Cinco Bayou Bike Ped Connections from Hollywood Boulevard NE to Nicholson St NE (B-49)
- West Destin Bike Ped Connections from East Pass Bridge to Kell Aire Drive (B-50)
- Commons Drive Bike Ped Connections from Main Street to SR 293) (B-51)

Many of the Strategic Intermodal System (SIS) projects can also be considered as linking tourism needs to the transportation network as the projects provide regional linkage for out-of-state visitors along 1-10 and US 98.

### 6.4.9 Natural Disaster Risk Reduction and Resiliency

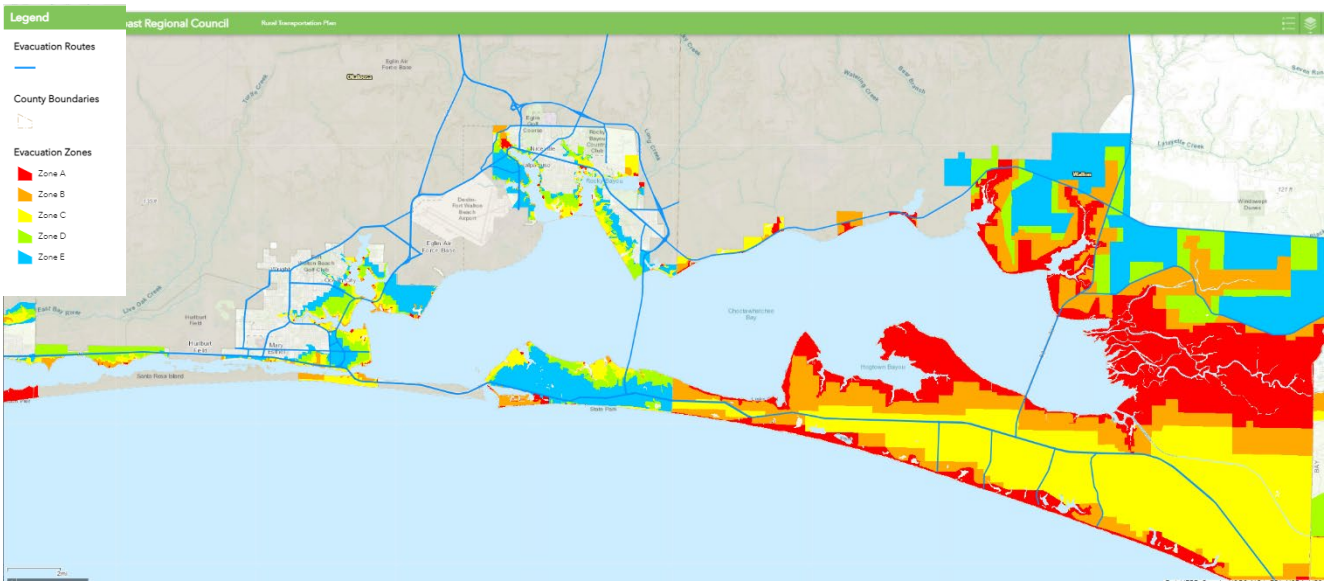
Natural disaster risk reduction considerations were incorporated through reviewing state and local planning documents to incorporate risk reduction in development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to consideration of natural disaster risk reduction in transportation planning: Florida Transportation Plan, Comprehensive Economic Development Strategy, and the local Comprehensive Plans. In response, **Objective A.5** was

retained regarding evacuation routes. Representation on the Steering Committee included local government planning officials to help identify needs for transportation facilities to mitigate risks from natural disasters. Needs Plan projects were mapped in relationship to the Coastal High Hazard areas and evacuation zones to help local government planners understand linkages and vulnerabilities and incorporating resiliency planning into the Long-Range Plan.

The following figure shows Evacuation Zones and Coastal High Hazard areas (Zone A) (**Figure 30**). The following projects directly address risk reduction and resiliency by improving evacuation corridors in coastal high hazard areas and improving linkages to the military installations critical to the region's economic stability and growth:

- Elgin Parkway and John Sims Parkway Military Access Facility from SR 123 to Eglin Boulevard (A-012)
- I-10 from SR 85 to Okaloosa/Walton Co. Line (A-016)
- I_10 from Okaloosa Co. line to Walton/Holmes Co. Line (A-017)
- I-10 from E. of Yellow River to SR 85 (A-018)
- SR 189 from SR 188 to Eglin AFB West Gate (A-030)
- SR 20 from King Road to Black Creek Road (A-031)
- SR 293 from S. End of Bridge to N. End of Bridge (A-033)
- SR 293 from Range Road Interchange to SR 85 N (A-034)
- SR 30 from CR 30A to Airport Rd (A-035)
- SR 85 from 12th Avenue to Eglin AFB West Gate (A-037)
- SR 85 from General Bond Avenue to SR 189 (A-038)
- SR 85 from McWhorter Avenue to PJ Adams Parkway (A-039)
- SR 85 from SR 123 to McWhorter Avenue (A-041)
- US 331 from N of SR 20 to I-10 (A-042)
- US 331 from US 90 to Alabama State Line (A-043)
- US 98 from US 331 to Bay Co. Line (A-048)
- US 98 from Brooks Bridge to Gulf National Sea Shore Drive (A-049)
- SR 85 from W John Sims Parkway to SR 123 (A-052)
- US 331 from Choctawhatchee Bay to SR 20 (A-069)
- SR 20 E from Bay Co. to Black Creek Boulevard (A-070)
- SR 20 W from Alaqua Drive to Okaloosa Co (A-071)
- US 331 from Jolly Road to Chat Holley Road (A-089)
- US 331 from Chat Holley Road to US 98 (A-090)
- US 98 from Mack Bayou Road to Sandestin Boulevard (A-131)

Figure 30. Evacuation Zones and 2045 Needs Plan Projects



# 7 Cost Feasible Plan

## 7.1 Introduction

The last step of the 2045 LRTP is the development of the Cost Feasible Plan. The cost to implement all the mobility projects needed by 2045 far exceeds the anticipated revenues for the O-W TPO. As a result, these needs must be reduced with the goal of the Cost Feasible Plan that is consistent with state and federal laws and regulations that also meets the needs of the public, stakeholders, and the TPO board. The development of the Cost Feasible Plan for the O-W TPO requires an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. The purpose of the Cost Feasible Plan is to demonstrate how the adopted transportation plan can be implemented while matching the public and private financial resources reasonably expected to be available to implement this plan. This purpose is consistent with MAP-21 and the FAST Act requirements for the development of LRTPs, which requires that transportation plans developed for urbanized area to be financially constrained, and that the Cost Feasible Plan is in "Year of Expenditure" (YOE) dollars.

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

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

The O-W TPO, its advisory committees, the LRTP Steering Committee, as well as the general public, participated in the development of the Cost Feasible Plan through public meetings, Steering Committee meetings, and advisory and Board meetings.

## 7.2 Development of Cost Feasible Plan

The development of the 2045 Cost Feasible Plan included three 2045 Cost Feasible Plan Alternatives. The Cost Feasible Plan is revenue-constrained and includes federal, state, and local revenue

projections. The adopted 2045 Needs Plan is the starting point of the 2045 Cost Feasible Plan. As a result, three 2045 Cost Feasible Plan alternatives were developed with the intention of the hybrid alternative being recommend for approval. The three Non-SIS Alternatives are as follows: (1) Existing Project Priorities; (2) Evaluation Criteria; and (3) Multi-Modal. The Existing Project Priorities Alternative was based on the current TPO's priorities for capacity projects. The Evaluation Criteria Alternative was based on the approved ranked criteria for road capacity projects. A separate report exists for the Evaluation Criteria process and development and is discussed in **Section 4** of this report. The Multi-Modal Alternative included capacity projects as well as express bus service, sidewalks, Regional Trail Program, and the Corridor Management/Complete Streets Program. The projects for the three Non-SIS Alternatives are discussed in the sections below.

Development of the Cost Feasible Plan Scenarios involved review by the Steering Committee and the public at three Steering Committee meetings as further documented in the Cost Feasible Plan Technical Report:

- Steering Committee #5, August 30, 2021
- Steering Committee #6, October 5, 2021
- Steering Committee #7, November 9, 2021

### 7.2.1 Scenario 1: Priorities (Non-SIS, FY 26-45)

The development of the Priorities scenario is based on the FY22-26 Priorities, adopted June 2021, Table 1 (Non-SIS). Priority projects were placed on a worksheet and balanced against available funding to determine how many of the priorities could be funded. Consideration was given to both PD&E and Design phase funding, and right-of-way and construction funding. Where applicable, project costs were reduced by funding allocated in the current TIP. This scenario allocates $72.35M in box funds and provides full right-of-way and construction funding for eight projects. Scenario 1 (Non-SIS Priorities) is shown in **Table 32**, and **Figure 31**.

**Table 32. 2045 Draft Cost Feasible Plan Scenario 1 Priorities (Non-SIS, FY 26-45)**

| Number for Map | Needs Plan # | Project Name From To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|
| | E-03 | Area wide Traffic Signal System O & M (Okaloosa County) | $400,000 Annually for Operations and Maintenance for 20 years | Box Funds | NA | NA | NA | $8,000,000 |
| | E-04 | Area wide Traffic Signal System O & M (Walton County) | $200,000 Annually for Operations and Maintenance for 20 years | Box Funds | NA | NA | NA | $4,000,000 |

| Number for Map | Needs Plan # | Project Name From To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|
| | E-15 | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | $950,000 for TMC (one-time cost) | Box Funds | NA | NA | NA | $950,000 |
| | None | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | $500,000 for Upgrades Annually for 20 years | Box Funds | NA | NA | NA | $10,000,000 |
| | None | Corridor Management **Studies** | $120,000 annually for 20 years | Box Funds | $2,400,000 | NA | NA | NA |
| | None | Corridor Management **Projects** | $1.5 million annually for 20 years | Box Funds | NA | NA | NA | $30,000,000 |
| | None | Bike, Ped, and Sidewalk Projects | Design and construction of sidewalks ($500,000 annually for 20 years) | Box Funds | NA | NA | NA | $10,000,000 |
| | E-02 | Alternative Fuel Stations Program | Development and Implementation of alternate fuel filling stations ($50,000 annually) | Box Funds | NA | NA | NA | $1,000,000 |
| | E-14 | Public Transportation Capital Improvements | Purchase new and replacement busses and/or stop amenities ($300,000 annually) | Box Funds | NA | NA | NA | $6,000,000 |
| | A-65 option a and b | Crestview Bypass West (Priority for Design) US 90 to Old Bethel Rd | Provide 4 lanes of Capacity | Capacity | $2,000,000 | $4,500,000 | $25,000,000 | $31,768,469 |
| | A-31 | SR 20 (King Rd to Black Creek) Priority for Design | Provide 4 lanes of Capacity | Capacity | Complete | $24,551,993 | $24,551,993 | $73,655,980 |
| | A-15 | Hollywood Boulevard Extension (priority for PD&E) | Provide 2 lanes of capacity | Capacity | $593,000 | $1,686,964 | $6,757,215 | $9,700,041 |
| | N/A | SR 20 (Cat Mar Rd to Walton Co Line) | Provide 4 lanes of Capacity | Capacity | Complete | N/A | N/A | N/A |
| | N/A | SR 20 (Okaloosa Co Line to Washington Co Line) | Provide 4 lanes of Capacity | Capacity | Complete | N/A | N/A | N/A |

| Number for Map | Needs Plan # | Project Name From To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|
| | D-16 | SR 85 at PJ Adams Parkway | Intersection improvements | Intersection | Complete | Complete | $532,000 | $398,000 |
| | A-51 | West Bay Parkway (Priority for Design) | New 4 lane roadway | Capacity | Complete | $1,900,000 | $490,000 | $160,595,660 |
| | F-02 | Express Transit Service | Feasibility Study | Transit | Complete | | | $91,653 |
| | B-26 | Santa Rosa Island Bridge-Bridge Multi-Use Path | New 12-foot wide path | Bike/ Ped | Complete | Incl in CST+CEI | Incl in CST+CEI | Fully Funded by Okaloosa TDC at $4,000,000 |
| | A-09 | Crestview Bypass East (SR 85/South of Crestview to I-10) | Provide 4 lanes of Capacity | Capacity | $3,600,000 | $3,862,907 | $3,862,907 | $22,211,714 |
| | A-09 | Crestview Bypass East (I-10 to SR85 North of Crestview) | Provide 4 lanes of Capacity | Capacity | $11,700,000 | $11,588,720 | $11,588,720 | $66,635,142.75 |

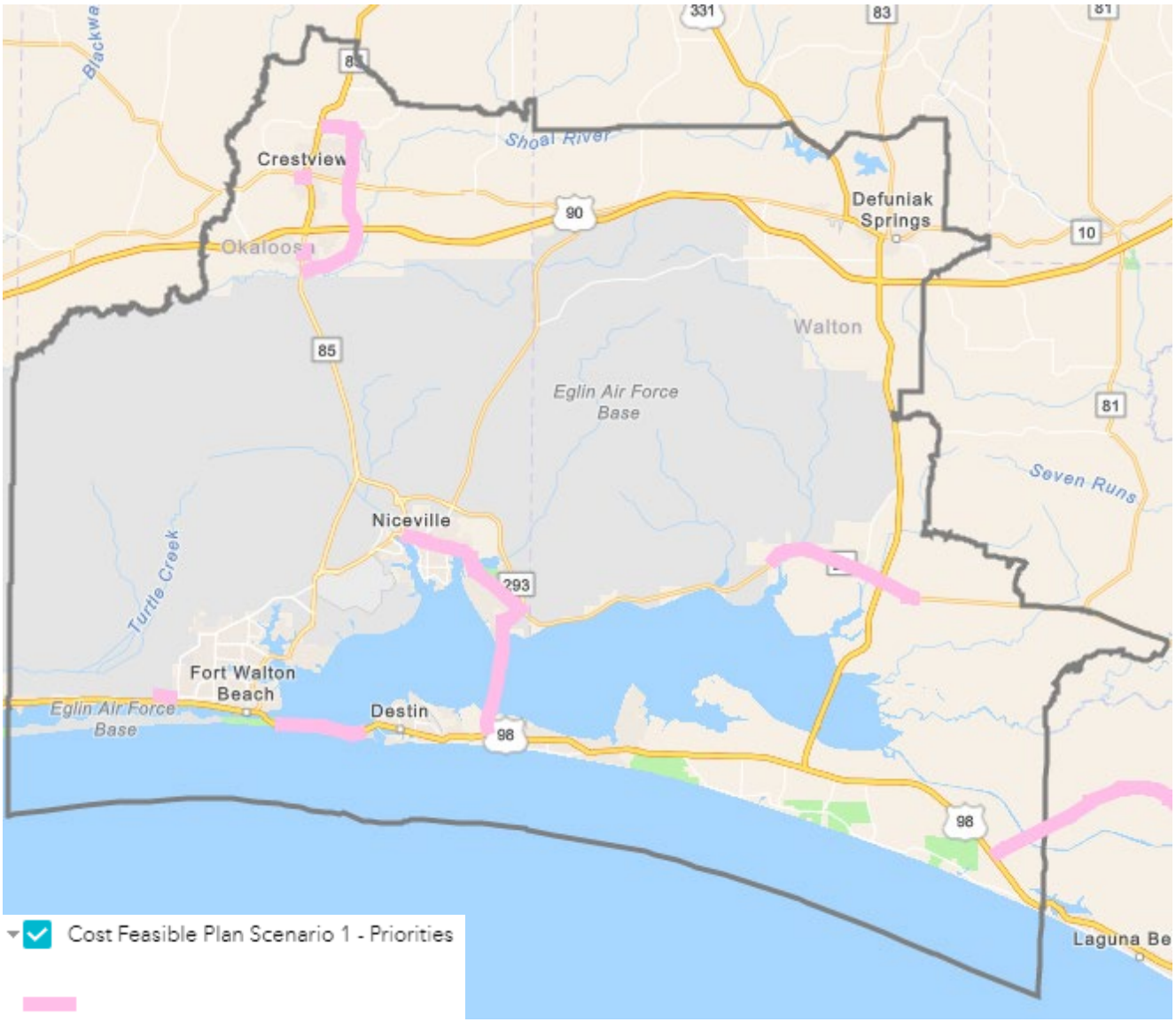
| | R/W | CST/CEI |
|---|---|---|
| *Sub Totals* | $57,331,208 | $178,472,489 |
| Total (R/W and Construction) | $235,803,697 | |
| Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045) | **$275,880,000** | |
| Difference | $40,076,302 | |
| Total (PD&E and Design) | $53,531,591 | |
| Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST) | **$55,176,000** | |
| Difference | $1,644,406 | |
| Available funds Transit (2026-2045) | **$111,810,000** | |

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Partially Funded in Draft 2045 Cost Feasible Plan.

Figure 31. 2045 Draft Cost Feasible Plan Scenario 1 Priorities (Non-SIS, FY 26-45)



### 7.2.2 Scenario 2: Evaluation Criteria (Non-SIS, FY 26-45)

The development of the Evaluation Criteria scenario is based on the adopted Evaluation Criteria. The Evaluation Criteria were applied to all Needs Plan projects, and the resulting scores ranked in order in a worksheet and balanced against available funding to determine how many could be funded. Consideration was given to both PD&E and Design phase funding, and right-of-way and construction funding. Where applicable, project costs were reduced by funding allocated in the current TIP. This scenario allocates $72.35M in box funds and provides full right-of-way and construction funding for 15 projects focusing on the following corridors: US 98, SR 189, US 331, SR 85, and SR 293. The Evaluation Criteria application brought a different focus as compared with the Priorities Scenario 1. Scenario 2 (Evaluation Criteria) is shown in **Table 33**, and **Figure 32**.

### 7.2.3 Scenario 3: Multi Modal (Non-SIS, FY 26-45)

The development of the Multi-Modal scenario is based on prioritizing car-alternate modes of transportation within the Needs Plan and giving added emphasis to the box funds. This scenario allocates $103.95M in box funds (increasing allocations for Corridor Management Complete Streets Studies, and funding trail improvements). Projects were added based on their potential for multi-modal connectivity such as the US 90 Complete Streets Project, West Destin Bike Ped Connections, Antioch Road Realignment and Transit Circulator along Gulf Scenic Drive. Scenario 3 (Multi-Modal) is shown in **Table 34**, and **Figure 33**.

**Table 33. 2045 Draft Cost Feasible Plan Scenario 2 Evaluation Criteria (Non-SIS, FY 26-45)**

| # for Map | Needs Plan # | Eval Score | Eval Rank | Project Name From To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|---|---|
| | E-03 | N/A | N/A | Area wide Traffic Signal System O & M (Okaloosa County) | $400,000 Annually for Operations and Maintenance for 20 years | Box Funds | N/A | N/A | N/A | $8,000,000 |
| | E-04 | N/A | N/A | Area wide Traffic Signal System O & M (Walton County) | $200,000 Annually for Operations and Maintenance for 20 years | Box Funds | N/A | N/A | N/A | $4,000,000 |
| | E-15 | N/A | N/A | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | $950,000 for TMC (one-time cost) | Box Funds | N/A | N/A | N/A | $950,000 |
| | N/A | N/A | N/A | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | $500,000 for Upgrades Annually for 20 years | Box Funds | N/A | N/A | N/A | $10,000,000 |
| | N/A | N/A | N/A | Corridor Management Studies | $120,000 annually for 20 years | Box Funds | $2,400,000 | N/A | N/A | N/A |
| | N/A | N/A | N/A | Corridor Management Projects | $1.5 million annually for 20 years | Box Funds | N/A | N/A | N/A | $30,000,000 |
| | N/A | N/A | N/A | Bike, Ped, and Sidewalk Projects | Design and construction of sidewalks ($500,000 annually for 20 years) | Box Funds | N/A | N/A | N/A | $10,000,000 |
| | E-02 | N/A | N/A | Alternative Fuel Stations Program | Development and Implementation of alternate fuel | Box Funds | N/A | N/A | N/A | $1,000,000 |

| # for Map | Needs Plan # | Eval Score | Eval Rank | Project Name | From | To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | filling stations ($50,000 annually) | | | | | |
| | E-14 | N/A | N/A | Public Transportation Capital Improvements | | | Purchase new and replacement busses and/or stop amenities ($300,000 annually) | Box Funds | N/A | N/A | N/A | $6,000,000 |
| | A-029 | 2.35 | 1 | SR 189 (Beal Parkway) | Mary Esther Parkway | Racetrack Road | Provide 6 lanes of capacity | Capacity | $613,827 | $920,741 | $6,138,270 | $7,059,011 |
| | A-145 | 2.35 | 2 | US 98 | Sandestin Blvd | Okaloosa County Line | Road Upgrades, Safety Improvements, and Complete Streets Elements | Capacity | $525,000 | $1,050,000 | $1,050,000 | $2,625,000 |
| | A-066 | 2.25 | 3 | US 98 Adaptive Signal Control System | Stahlman Ave | Tequesta Dr | Install Adaptive Signal Control Systems | Capacity | N/A | N/A | N/A | $750,000 |
| | C-12 | 2.20 | 4 | US 98 (SR 30) | Hurlburt Field Entrance | Perry Ave SE | Provide Corridor Management Study | Complete Streets | $363,992 | $150,000 | $727,984 | $4,185,909 |
| | A-030 | 2.15 | 5 | SR 189 (Lewis Turner Boulevard) | SR 188 (Racetrack Road) | Eglin AFB West Gate | Provide 6 lanes of capacity | Capacity | $2,554,848 | $5,109,695 | $12,774,238 | $29,380,749 |
| | A-082 | 2.15 | 6 | US Hwy 331 South | US Hwy 90 | Interstate 10 | Road Upgrades | Capacity | $412,000 | $824,000 | $824,000 | $2,060,000 |

| # for Map | Needs Plan # | Eval Score | Eval Rank | Project Name | From | To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | B-23 | 2.15 | 7 | Multi-Modal Facility along US 98 (SR 30) | Indian Bayou Trail | Kelly Plantation Drive | Multi-Use Trail | Bike/Ped | $27,018 | $54,036 | $270,180 | $621,413 |
| | C-11 | 2.15 | 8 | Complete Streets/Corridor Study - SR 85 S Ferdon Blvd | SR 123 (Roger J Clary Hwy) | Mirage Ave | Provide Corridor Management Study | Complete Streets | $670,775 | $1,341,550 | $1,341,550 | $7,713,912 |
| | A-067 | 2.10 | 9 | US 98 Adaptive Signal Control System | S Holiday Rd | US 331 | Install Adaptive Signal Control Systems | Capacity | N/A | N/A | N/A | $800,000 |
| | A-069 | 2.10 | 10 | US 331 | SR 20 | Choctawhatchee Bay | Road Upgrades and Improvements | Capacity | $5,421,550 | $10,843,100 | $10,843,100 | $27,107,750 |
| | B-24 | 2.10 | 11 | Multi-Modal Facility along US 98 (SR 30) | Kelly Plantation Drive | Mid-Bay Bridge Road (SR 293) | Sidewalk | Bike/Ped | $4,686 | $9,373 | $46,864 | $107,787 |
| | B-25 | 2.10 | 12 | Multi-Modal Facility along US 98 (SR 30) | Crystal Beach Drive | Regions Way | Sidewalk | Bike/Ped | $1,197 | $2,395 | $11,973 | $27,538 |
| | F-02 | 2.10 | 13 | SR 20/ SR 293 | Niceville | Destin | Express Transit Service | Transit | N/A | N/A | N/A | $91,653.00 |
| | A-049 | 2.05 | 14 | US 98 | Brooks Bridge / Santa Rosa Blvd | Gulf National Sea Shore Dr | Add 4 to 6 lanes of capacity | Capacity | $773,111 | $1,546,221 | $1,546,221 | $8,890,773 |
| | A-035 | 2.00 | 15 | SR 30 (US 98) Harbor Blvd | CR 30A Calhoun Avenue | Airport Road | Allow for PD&E to add 4 to 6 lanes of capacity | Capacity | $2,455,860 | $4,911,720 | $4,911,720 | $28,242,389 |
| | A-040 | 2.00 | 16 | SR 85 (220171-6) | PJ Adams Parkway | I-10 /Mirage | Provide 6 lanes of capacity | Capacity | $9,479,653 | $18,959,305 | $18,959,305 | $109,016,004 |

| # for Map | Needs Plan # | Eval Score | Eval Rank | Project Name | From | To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A-089 | 2.00 | 17 | US Hwy 331 | Jolly Road | Chat Holley Rd | Increase Capacity | Capacity | $626,500 | $1,253,000 | $1,253,000 | $3,132,500 |
| | B-22 | 2.00 | 18 | Multi-Modal Facility along US 98 (SR 30) | Main Street | Gulf Shore Drive | Multi-Use Trail | Bike/Ped | $4,021 | $8,043 | $40,213 | $92,490 |
| | D-09 | 2.00 | 19 | SR 189 (Beal Parkway) | Lewis Street | Lewis Street | Major Intersection Improvements | Intersection | $100,000 | $150,000 | $1,000,000 | $1,150,000 |
| | D-15 | 2.00 | 20 | SR 85 | I-10 (SR 8) | I-10 (SR 8) | Intersection Reconstruction | Intersection | $800,000 | $80,000 | $160,000 | $120,000 |
| | D-20 | 2.00 | 21 | US 98 (SR 30) | Stahlman Avenue | Stahlman Avenue | Major Intersection Improvements | Intersection | $120,000 | $240,000 | $1,200,000 | $1,380,000 |

| | R/W | CST/CEI |
|---|---|---|
| *Sub Totals* | $63,098,618 | $304,504,878 |
| Total (R/W and Construction) | $241,967,637 | |
| Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045) | **$275,880,000** | |
| Difference | $33,912,363 | |
| Total (PD&E and Design) | $52,466,347 | |
| Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST) | **$55,176,000** | |
| Difference | $2,709,653 | |
| Available funds Transit (2026-2045) | **$85,070,000** | |

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

Figure 32. 2045 Draft Cost Feasible Plan Scenario 2 Evaluation Criteria (Non-SIS, FY 26-45)

## Table 34. 2045 Draft Cost Feasible Plan Scenario 3 Multi-Modal (Non-SIS, FY 26-45)

| # for Map | Needs Plan # | Project Name | From | To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|---|---|
| | E-03 | Area wide Traffic Signal System O & M | | | $400,000 Annually for Operations and Maintenance for 20 years | Box Funds | N/A | N/A | N/A | $8,000,000.00 |
| | E-04 | Area wide Traffic Signal System O & M | | | $200,000 Annually for Operations and Maintenance for 20 years | Box Funds | N/A | N/A | N/A | $4,000,000.00 |
| | E-15 | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | | | $950,000 for TMC (One-time cost) | Box Funds | N/A | N/A | N/A | $950,000.00 |
| | N/A | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | | | $500,000 for Upgrades Annually for 20 years | Box Funds | N/A | N/A | N/A | $10,000,000.00 |
| | None | Corridor Management **Studies** | | | $350,000 annually for 20 years | Box Funds | $7,000,000.00 | N/A | N/A | N/A |
| | N/A | Corridor Management **Projects** | | | $2 million annually for 20 years | Box Funds | N/A | N/A | N/A | $40,000,000.00 |
| | N/A | Bike, Ped, and Sidewalk Projects | | | Design and construction of sidewalks ($1,000,000 annually for 20 years) | Box Funds | N/A | N/A | N/A | $20,000,000.00 |
| | E-02 | Alternative Fuel Stations Program | | | Development and Implementation of alternate fuel filling stations ($50,000 annually) | Box Funds | N/A | N/A | N/A | $1,000,000.00 |
| | E-14 | Public Transportation Capital Improvements | | | Purchase new and replacement busses and/or stop amenities ($300,000 annually) | Box Funds | N/A | N/A | N/A | $6,000,000.00 |
| | N/A | Regional Trails | | | $350,000 annually for 20 years | Box Funds | $7,000,000.00 | N/A | N/A | N/A |

| # for Map | Needs Plan # | Project Name | From | To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|---|---|
| | F-01 | SR 189 (Beal Pkwy) | SR 189 | US 98 | Public Transit Stops | Transit | N/A | N/A | N/A | $2,793,645.61 |
| | F-02 | SR 20/ SR 293 | Niceville | Destin | Express Transit Service | Transit | N/A | N/A | N/A | $2,474,371.83 |
| | F-03 | Transit Circulator along Scenic Gulf Dr | Transit Circulator along Scenic Gulf Dr | US 98 (SR 30) | Waterborne Transit Service | Transit | N/A | N/A | N/A | $2,474,371.83 |
| | C-16 | US 90 Complete Streets Project | US 331 | East End of DeFuniak Springs City Limits | Provide Corridor Management Study | Bike/Ped | $247,500.00 | $495,000.00 | N/A | $1,732,500.00 |
| | A-50 | US 98 (Around the Mound) | SR 189 | Brooks Bridge | Provide 4 lanes of capacity, Re-Alignment | Capacity | $1,050,756.68 | $2,101,513.36 | $2,101,513.36 | $12,083,701.79 |
| | A-25 | Mattie M. Kelly Boulevard | Airport Road | Southern End | Conversion to Airport Road to US98 Connector | Capacity | $323,126.33 | $646,252.66 | $646,252.66 | $3,715,952.80 |
| | A-26 | Mattie M. Kelly Boulevard Corridor Ext. | US 98 | Airport Road | Right of Way Acquisition | Capacity | $0.00 | $0.00 | $0.00 | $0.00 |
| | A-05 | CR 280A | Ingram Road | Coy Burgess Road | Provide 2 lanes of new/improved capacity | Capacity | $1,333,718 | $2,667,436 | $2,667,436 | $15,337,756 |
| | A60 | Bruce Ave Extension | US 331 | 25th St | New road construction | Capacity | $978,288 | $1,956,576 | $1,956,576 | $4,891,440 |
| | B-36 | US 90 Trail | Santa Rosa County Line | Holmes County Line | Multi-Use Trail | Bike/Ped | $4,117,525 | $8,235,049 | $8,235,049 | $47,351,533 |
| | B-48 | Downtown Fort Walton Beach Bike Ped Connections | SR 98 | Hollywood Boulevard NE | Sidewalk and Bike Facility Improvements | Bike/Ped | $120,441 | $240,881 | $240,881 | $1,385,068 |
| | B-50 | West Destin Bike Ped Connections | East Pass Bridge | Kell Aire Drive | Sidewalk and Bike Facility Improvements | Bike/Ped | $217,304 | $434,609 | $434,609 | $2,499,002 |

| # for Map | Needs Plan # | Project Name | From | To | Improvement | Project Type | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|---|---|
| | C-11 | Complete Streets/Corridor Study - SR 85 S Ferdon Blvd | SR 123 (Roger J Clary Hwy) | Mirage Ave | Provide Corridor Management Study | Complete Streets | $670,774.94 | $1,341,549.88 | $1,341,549.88 | $7,713,911.80 |
| | B-39 | 20th St | US 331 | US 90 | Sidewalk Extension | Bike/Ped | $148,391.98 | $296,783.97 | $296,783.97 | $1,706,507.80 |
| | B-15 | Multi-Modal Facility | Scenic Gulf Drive | MC Davis Boulevard | Multi-Use Trail | Bike/Ped | $354,271.30 | $708,542.60 | $708,542.60 | $1,771,356.50 |
| | B-26 | Multi-use Path | Pier Road | Maler Bridge | Multi-Use Facility | Bike/Ped | Complete | $400,000.00 | N/A | $4,000,000.00 |
| | A-31 | SR 20 | King Rd | Black Creek Blvd | Provide 4 lanes of capacity | Capacity | Complete | $24,551,993.20 | $24,551,993.20 | $73,655,979.60 |
| | B-52 | Ped Overpass at SR 85 | SR 85 | Commerce Dr | Construct Pedestrian Overpass | Bike/Ped | $131,596 | $197,394 | $657,982 | $1,447,559 |
| | D-01 | Antioch Road Realignment | PJ Adams Parkway | PJ Adams Parkway | Road Realignment | Intersection | $213,491.55 | $426,983.10 | $426,983.10 | $2,455,152.81 |

| | R/W | CST+CEI |
|---|---|---|
| *Sub Totals* | $18,629,193.89 | $187,138,729.44 |
| Total (R/W and Construction) | $205,767,923 | |
| Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045) | **$275,880,000** | |
| Difference | $70,112,077 | |
| Total (PD&E and Design) | $67,983,371.59 | |
| Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST) | **$55,176,000** | |
| Difference | $12,089,709 | |
| Available funds Transit (2026-2045) | **$85,070,000** | |

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Partially Funded in Draft 2045 Cost Feasible Plan.

Figure 33. 2045 Draft Cost Feasible Plan Scenario 3 Multi-Modal (Non-SIS, FY 26-45)

### 7.2.4 Scenario 4: Hybrid as Presented to TPO (Non-SIS, FY 26-45)

A non-SIS hybrid scenario, based on the three scenarios above, was developed and presented to the Steering Committee on November 9, 2021. The scenario was modified based on public input and feedback from the Steering Committee, and in consultation with FDOT, Okaloosa County, and Walton County, for presentation to the TPO and Advisory Committees. This scenario allocates $57.45M in box funds (same as Priorities Scenario) and fully funds right-of-way and construction for three projects focusing on the project priorities. The following projects from the other scenarios were incorporated:

- US 90 Complete Streets from US 331 to E. End of DeFuniak Springs (C-16)
- Express Transit Service from Niceville to Destin – Extended to Crestview (F-02)
- Adaptive Signal Control System from Stahlman Avenue to Tequesta Drive (A-066)
- Adaptive Signal Control System from S. Holiday Road to US 331 (A-067)

The projects in this scenario are shown in **Table 35**, and **Figure 34** as approved by the TPO and Advisory Committees on November 9, 2021.

During public comment there were many public speakers requesting the TPO board to remove the South Walton North/South Connector from CR 30A to US 98 (A-028) from the Cost Feasible Plan. The project was retained at the request of Walton County as the PD&E remains in development. After the public hearing was closed by the TPO Chairperson, the TPO approved the 2045 Cost Feasible Plan with project A-044 bring split into two projects: US 90 from Fairchild Road to SR 285/Mossy Head (A-044a), and US 90 from SR 285/Mossy Head to US 331 (A-044b). There was also the addition of intersection projects SR 85 at Mirage Avenue (D-35) and SR 85 at Redstone Avenue (D-25).

**Table 35. 2045 Draft Cost Feasible Plan Scenario 4 Hybrid (Non-SIS, FY 26-45)**

| Needs Plan # | FDOT # | Name | County | City/Area | Description | PD&E | Design | R/W | CST+CEI |
|---|---|---|---|---|---|---|---|---|---|
| **Mobility Programs (Box or Set-aside Funds)** | | | | | | | | | |
| E-03 | 4097973 | Area wide Traffic Signal System O & M (Okaloosa County) | Okaloosa | Countywide | $400,000 Annually for Operations and Maintenance for 20 years | $0 | $0 | $0 | $8,000,000 |
| E-04 | 4097972 | Area wide Traffic Signal System O & M (Walton County) | Walton | Countywide | $200,000 Annually for Operations and Maintenance for 20 years | $0 | $0 | $0 | $4,000,000 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| E-15 | 220239 | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | Okaloosa, Walton | Countywide | $950,000 for TMC & $500,000 for Upgrades (one-time cost) | $0 | $0 | $0 | $1,450,000 |
| None | | Transportation Planning **Studies** | Okaloosa, Walton | Countywide | $1,000,000 Every 5 years (4x over 20 year horizon) | $4,000,00 | $0 | $0 | $0 |
| None | | Transportation Planning **Study Implementation Projects** | Okaloosa, Walton | Countywide | $10,000,000 Every 5 years (4x over 20 year horizon) | $0 | $0 | $0 | $40,000,000 |
| **SIS Projects Not Yet Funded in SIS Plans ( * see note below)** | | | | | | | | | |
| A-50 | 2202603 | US 98 Around the Mound (**SIS** Priority 4 for PD&E)* [from SIS Priorities and Scenario 3] [Feasibility Study Complete] | Okaloosa | Fort Walton Beach | Capacity Realignment | Funded in FY23-27 TIP (FY23) $1M Local and $470K Federal | $2,101,513 | $8,934,000 | $12,083,701 |
| A-49 | | US 98 (**SIS**) from new Brooks Bridge to Gulf Islands National Seashore [Okaloosa County **new** request] * | Okaloosa | Okaloosa Island | Provide 6 Lanes of Capacity | $773,111 | $1,546,221 | $1,546,221 | $8,890,773 |
| **Non-SIS Projects (from Adopted Priorities)** | | | | | | | | | |
| A-65 option a or b | 438139 | Crestview Bypass West from US 90 to Old Bethel Rd [Alt Corridor Eval Underway. Priority for PD&E] | Okaloosa | Crestview | Provide 4 lanes of Capacity | $2,000,000 | $4,500,000 | $25,000,000 | $60,625,252 |
| A-31 | 220635 | SR 20 (King Rd to Black Creek) [PD&E Complete. Priority for Design] | Walton | Freeport | Provide 4 lanes of Capacity | Complete | $9,700,000 | $70,200,000 | $139,840,000 |
| A-15 | | Hollywood Boulevard Extension [Priority for PD&E] | Okaloosa | Mary Esther | Provide 2 lanes of capacity | $593,000 | $1,686,964 | $6,757,215 | $9,700,041 |
| D-16 | 4296753 | SR 85 at PJ Adams Parkway (Add Right Turn Lanes) **[with Local Match $398,056]** | Okaloosa | Crestview | Intersection improvements | Complete | Complete | Funded in FY 22 TIP | Funded in FY 22 TIP |
| A-51 | 4244641 | West Bay Parkway from US 98 to Bay Co Line [PD&E Complete. Priority for Design] | Walton | South Walton | New 4 lane roadway | Complete | $1,900,000 | $490,000 | $160,595,660 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| F-02 | | Express Transit Service (Niceville to Destin) - Extended to Crestview [E-C Rider TDP] | Okaloosa | Okaloosa | Express Transit | Complete | n/a | n/a | $91,653 |
| B-26 | | Okaloosa Island Bridge-Bridge Multi-Use Path [Eglin EA Complete] **Locally Funded** | Okaloosa | Okaloosa Island | New 12-foot wide path | Complete | Incl in CST+CEI | Incl in CST+CEI | Locally Funded by Okaloosa TDC $4M |
| **Non-SIS Projects (from Evaluation Criteria Scenario, Multi-Modal Scenario, or Other)** | | | | | | | | | |
| D-34 | | SR 20 and US 331 Intersection Improvements [Walton Mobility Plan] | Walton | Freeport | Intersection improvements | (part of A-31) | (part of A-31) | $1,519,957 | $3,495,902 |
| A-61 | | Water Tower Road Connector from Business 331 to US 331 [Walton Mobility Plan] | Walton | Freeport | Construct New Road | $559,863 | $1,119,726 | $1,119,726 | $6,438,424 |
| A-62 & A-77 | | Marquis Way West Connector Road from Shipyard Road to Marquis Way [Walton Mobility Plan] and Shipyard Road from SR 83A East to Marquis Way [Walton Mobility Plan] | Walton | Freeport | Construct New Road | $343,398 | $686,797 | $686,797 | $3,949,093 |
| A-34 | | SR 293 (Spence Parkway) from Range Road Interchange to SR 85 N | Okaloosa | Mid Bay Bridge | Provide 4 lanes of Capacity | $5,916,200 | $11,832,399 | $0 | $68,036,294 |
| C-16 | | US 90 Complete Streets project from US 331 to East End of DeFuniak Springs City Limits [Feasibility Study Complete] | Walton | DeFuniak Springs | Road Diet and Complete Streets Improvements | $346,551 | $693,102 | $0 | $3,985,336 |
| A-59 | | Park Alternate - Option 3 - from SR 83 (US 331) to US 90 [Walton Mobility Plan] | Walton | DeFuniak Springs | Construct New Road | $545,077 | $1,090,155 | $1,090,155 | $6,268,395 |
| A-60 | | Bruce Avenue Extension from US 331 to 25th Street [Walton Mobility Plan] | Walton | DeFuniak Springs | Construct New Road | $724,470 | $1,448,941 | $1,448,941 | $8,331,412 |
| B-44 | | Baldwin Avenue Pedestrian Bridge and Trail from 11th Street to 16th Street over US 331 [Walton Mobility Plan] | Walton | DeFuniak Springs | Install Elevated Pedestrian Overcrossing for Schools | $0 | $200,000 | $200,000 | $5,400,000 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| D-01 | | Intersection realignment at PJ Adams / Antioch / Crab Apple with signal [Multi Modal Scenario, Okaloosa County and City of Crestview priority] | Okaloosa | Crestview | Intersection improvements | $0 | $300,000 | $500,000 | $3,000,000 |
| D-24 | | US 90 and SR 85 Intersection [2040 LRTP Amendment] | Okaloosa | Crestview | Intersection improvements | $150,000 | $300,000 | $1,575,000 | $1,725,000 |
| A-66 | | US 98 Adaptive Signal Control System from Stahlman Ave to Tequesta Dr [Evaluation Criteria Scenario] | Okaloosa | US 98 Corridor | Install Adaptive Signal Control Systems | $0 | $0 | $0 | $750,000 |
| A-67 | | US 98 Adaptive Signal Control System from S. Holiday Rd to US 331 [Evaluation Criteria Scenario] | Walton | US 98 Corridor | Install Adaptive Signal Control Systems | $0 | $0 | $0 | $800,000 |
| B-52 | | Elevated Pedestrian Crossing SR 85 and Commerce Drive [Citizens Advisory Committee] | Okaloosa | Crestview | Install Elevated Pedestrian Overcrossing for Schools | $0 | $200,000 | $200,000 | $5,400,000 |
| B-15 | | Multi-Modal Facility from Scenic Gulf Drive to MC Davis Blvd [2040 Needs and Walton Mobility Plan] | Walton | Sandestin, Santa Rosa Beach, Pt. Washington | Multi-Use Trail | $356,051 | $712,101 | $3,560,506 | $8,189,163 |
| A-28 | | South Walton North / South Connector from CR 30A to US 98 [**Removed** from Walton Mobility Plan but requested to be carried in LRTP Needs Plan, Walton Co PD&E underway] | Walton | Pt Washington State Forest / Deer Lake | Construct New Road | Locally Funded by Walton Co. | $2,523,326 | $2,523,326 | $14,509,125 |

| | R/W | CST/CEI |
|---|---|---|
| *Sub Totals* | $121,971,303 | $135,698,853 |
| Total (R/W and Construction) | $257,670,156 | |
| Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045) | **$275,880,000** | |
| Difference | $18,209,844 | |
| Total (PD&E and Design) | $54,760,115 | |
| Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) | **$55,176,000** | |
| Difference | $415,885 | |
| Available funds Transit (2026-2045) | **$85,070,000** | |

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Not Funded in Draft 2045 Cost Feasible Plan.

Figure 34. 2045 Draft Cost Feasible Plan Scenario 4 Hybrid (Non-SIS, FY 26-45)

### 7.2.5 2045 Draft SIS Projects (FY 26-45)

Draft SIS projects are listed in **Table 36.** SIS Projects were obtained from the FDOT Adopted First Five Year Plan (July 2020), Second Five Year Plan (July 2020), and SIS 2029-2045 Long-Range Cost Feasible Plan (July 2018). Projects were not incorporated from the SIS Unfunded Needs Plan (July 2017). SIS projects focus on US 98, I-10, US 90, SR 85, SR 285, SR 293, US 331, and SR 20. At the time of adoption of the Okaloosa-Walton 2045 LRTP, the SIS Plans had not yet been updated by FDOT. When the SIS Plans are updated, a Long Range Plan Amendment may commence.

### 7.2.6 2045 TIP and Local-Funded Projects (FY 20-25)

Projects in the Transportation Improvement Program (TIP) and Local-funded projects are listed in **Table 37**. Some of the locally-funded projects are recently under construction, or are anticipated to be constructed by 2024. These projects are retained on the map and list because they include funding in the current TIP, but noted as E+C.

## Table 36. 2045 Draft Cost Feasible Plan SIS Projects (FY 25-45)

| ID # | Needs Plan # | Name | From | To | Improvement | PD&E | PE | R/W | CST+CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | A-020, A-019, A-021 | I-10/SR 8 (Santa Rosa Co. Line to W of CR 189) | Santa Rosa Co. Line | W of CR 189 | Add 2 to build 6 lanes | Underway | $626,000 | $26,666,738 | $153,333,745 | $180,626,483.71 |
| | A-020, A-019, & A-018, D-13 | I-10/ SR 8 (W CR 189 to SR 85) | W CR 189 (Log Lake Rd) | SR 85 | Add 2 to build 6 lanes | $105,000 | $1,736,100 | Not yet identified in SIS Plan | Not yet identified in SIS Plan | $1,841,100.00 |
| | E+C-01 | I-10 (CR 4 Antioch/PJ Adams Rd to Arena Rd) | CR 4 Antioch/PJ Adams Rd | Arena Rd | New Interchange | Complete | Complete | Underway | Underway | $0.00 |
| | A-009 | I-10/SR 8 Crestview Bypass East | | | Interchange | $6,000,000 | Not yet identified in SIS Plan | Not yet identified in SIS Plan | Not yet identified in SIS Plan | $6,000,000.00 |
| | A-020, A-019, & A-018 | I-10 (W of CR 189 to E of SR 85) | W of CR 189 (Log Lake Rd) | E of SR 85 | PD&E | Underway | See Next 3 Projects Below | See Next 3 Projects Below | See Next 3 Projects Below | $0.00 |
| | A-20 | I-10 ( W of CR 189 to 2 mi W of Wilkerson Bluff Rd) | W of CR 189 (Log Lake Rd) | 2mi W of Wilkerson Bluff Rd | Add 2 to build 6 lanes | Underway | $290,000 | $11,040,369 | $63,482,124 | $74,812,493.26 |
| | A-019 | I-10 (2 mi W of Wilkerson Bluff Rf to E of Yellow River) | 2 mi. W. of Wilkerson Bluff | E. of Yellow River | Provide 6 lanes of capacity | Underway | $480,000 | $15,626,369 | $89,851,621 | $105,957,990.45 |
| | A-018 | I-10 (E of Yellow River to SR 85) | E. of Yellow River | SR 85 | Add 2 to build 6 lanes | Underway | $881,000 | $20,891,776 | $120,127,711 | $141,900,487.24 |
| | N/A | SR 85 (SR 123 to Mirage Ave) | SR 123 | Mirage Ave | PD&E | Underway | See FDOT Project #'s 2201714, 2201715, 2201716 Below | See FDOT Project #'s 2201714, 2201715, 2201716 Below | See FDOT Project #'s 2201714, 2201715, 2201716 Below | $0.00 |

| ID # | Needs Plan # | Name | From | To | Improvement | PD&E | PE | R/W | CST+CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | A-041 | SR 85 (SR 123 to McWhorter Ave) | SR 123 | McWhorter Ave | Add 2 to build 6 lanes | Underway | $4,950,000 | $6,620,337 | $38,066,939 | $49,637,275.73 |
| | A-039 | SR 85 (McWhorter Ave to PJ Adams Pkwy) | McWhorter Ave | PJ Adams Pkwy | Add 2 to build 6 lanes | Underway | $6,490,000 | $6,520,408 | $37,492,343 | $50,502,750.81 |
| | A-040 | SR 85 (PJ Adams Parkway to Mirage Ave) | PJ Adams Pkwy | Mirage Ave | Add 2 to build 6 lanes | Underway | $1,650,000 | $2,072,595 | $11,917,418 | $15,640,012.98 |
| | E+C-04 | US 98/SR 30 (Santa Rosa Co. Line to E of Cody Ave Interchange) | Santa Rosa Co. Line | E of Cody Ave Interchange | Widen to 6 Lanes | Complete | Underway | $34,200,000 | $41,873,632 | $76,073,632.00 |
| | E+C-04 | US 98/SR 30 (E of Cody Ave Interchange to Mary Esther Blvd) | E of Cody Ave Interchange | Mary Esther Blvd | Widen to 6 Lanes | Complete | Underway | $2,566,942 | $19,679,889 | $22,246,831.05 |
| | A-035 | US 98/SR 30 (Calhoun Ave to Airport Rd) | Calhoun Ave | Airport Rd | PD&E, Complete Streets/TSM | Underway | $3,300,000 | $4,911,720 | $49,959,000 | $58,170,719.77 |
| | D-21 | US 98/SR 30 at SR 293/ Danny Wuerffel Way | | | Intersection Improvement | $1,000,000 | $11,000,000 | $2,285,850 | $2,628,787 | $16,914,637.00 |
| | A-045, D-22 | US 98/SR 30 (CR 30A to W of Phillips Inlet Bridge) | CR 30A | W of Phillips Inlet Bridge | Widen to 6 lanes & intersection Improvement (Intersection at US 98 and CR 30A) | $2,940,000 | $16,500,000 | $10,000,000 | $173,080,000 | $202,520,000.00 |

| | PD&E | PE | R/W | CST+CEI |
|---|---|---|---|---|
| *Sub Totals* | $10,045,000 | $47,903,100 | $143,403,104 | $801,493,210 |
| subtotal (R/W and Construction) | n/a | | $944,896,314 | |
| subtotal (PD&E and Design) | $57,948,100 | | n/a | |
| Total | $1,002,844,414 | | | |

Phase Funded in Draft 2045 Cost Feasible Plan.

Phase Not Funded in Draft 2045 Cost Feasible Plan.

**Table 37. 2045 Cost Feasible Plan TIP and Local-Funded Projects (FY 20-25)**

| ID # | Needs Plan # | Name | From | To | Improvement | PD&E | PE | R/W | CST+CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | A-50 | US 98 Around the Mound (Fort Walton Beach) Local Funds 2202630 | SR 189 (Beal Parkway) | Brooks Bridge | Capacity Realignment | $1,470,000 | | | | $1,470,000 |
| | D-16 | PJ Adams Pkwy Local Funds 4296753 | At SR 85 | | Intersection Improvements (TSM) Add Right Turn Lanes | | | $1,064,200 | $796,112 | $1,860,312 |
| | | Okaloosa Island Bridge to Bridge Multi-Use Path Local Funds | Pier Rd | Marler Bridge | Construct a Multi-Use Facility | | | | TDC Funded $4,000,000 | $4,000,000 |
| | E+C | Destin Cross Town Connector Local Funds 4405531 & Local 1 | Benning Drive | Beach Drive | New Road Construction | | | $1,700,000 | $6,000,000 | $8,7,000 |
| | E+C | PJ Adams/ Antioch Rd Local Funds Local 2 | I-10 | SR 10 (US 90) | Add Lanes/New Road Construction | | | | $26,800,000 | $26,800,000 |
| | E+C | East-West Connector Local Funds Local 3 | Antioch Rd | Physician's Drive | New Road Construction | | | | $4,200,000 | $4,200,000 |
| | E+C | John King Road Local Funds 4450151 | SR85 | Live Oak Church Rd | Intersection Improvements (TSM) | | | | $1,114,856 | $1,114,856 |
| | E+C | SR 188 (Racetrack Road) 4418841 | At Marwalt Drive | | Intersection Improvements (TSM) | | | | $491,801 | $491,801 |

| ID # | Needs Plan # | Name | From | To | Improvement | PD&E | PE | R/W | CST+CEI | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | E+C | SR 188 (Racetrack Road) 4418842 | At Denton Blvd | | Intersection Improvements (TSM) | | | | $1,016,992 | $1,016,992 |
| | E+C | SR 85 (Destin – For Walton Beach Airport/ Eglin Airforce Base) 4498671 | At Nomad Way | | Intersection Improvements (TSM) Turn Lane Extensions | | | | $566,015 | $566,015 |
| | E+C | US 90 4498661 | At Mount Olive Rd | | Intersection Improvements (TSM) Turn Lane Extensions | | | | $416,106 | $416,106 |
| | A-31 | SR 20 2206358 | King Rd | Black Creek Rd | Provide 4 Lanes of Capacity | | $4,675,000 | | | $4,675,000 |
| | A-28 | South Walton North/ South Connector Local Funds | CR 30A | US 98 | New Road Construction | Underway | | | | N/A |

| | PD&E | PE | R/W | CST+CEI |
|---|---|---|---|---|
| *Sub Totals* | $1,470,000 | $4,675,000 | $2,764,200 | $41,401,882 |
| *Sub Total* LOCAL FUNDS | $1,000,000 | $0 | $532,100 | $38,512,912 |
| subtotal (R/W and Construction) | N/A | | 444,166,082 | |
| subtotal (PD&E and Design) | $6,145,000 | | N/A | |
| Total | $50,311,082 | | | |
| Total LOCAL FUNDS | $40,045,012 | | | |

## 7.3 Public Review

On November 23, 2021, a public workshop regarding the 2045 Cost Feasible Plan was hosted as a GoTo Meeting and YouTube Live Stream, and included a two-week virtual open house available November 22 – December 8, 2021. A presentation of the LRTP process and the Cost Feasible Plan component was presented, followed by an open house format where individuals could review maps of the draft Cost Feasible Plan roadway and transit projects and ask questions of the LRTP planning staff. The workshop reached 22 participants. Out of precaution for COVID-19, staff held the meeting completely virtually but extended the comment period to three weeks, boosted Facebook posts, and sent multiple rounds of email blasts to alert community connections, interested parties, and media partners. An online survey was also posted on the virtual open house webpage during this outreach period. The 2045 LRTP Cost Feasible Plan Public Outreach Report is included in Appendix C of the Cost Feasible Plan Technical Report. The presentation from the meeting can be seen in **Figure 35**.

The TPO Staff and General Planning Consultant also met individually with the following staff and elected officials from the cities and counties throughout the development both the Needs Plan and the Cost Feasible Plan:

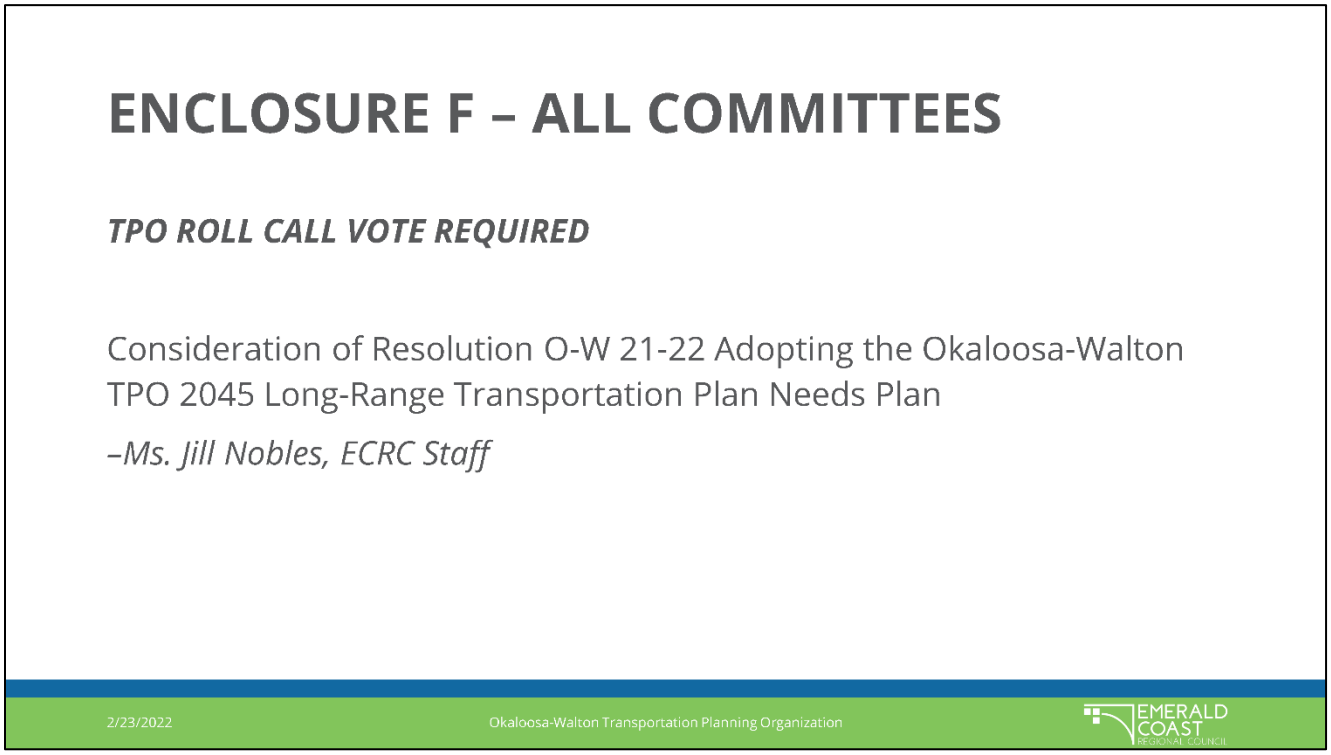
- City of Destin (June 29, 2021)
- City of Crestview (July 8, 2021)
- City of DeFuniak Springs (July 19, 2021)
- City of Freeport (July 19, 2021)
- City of Fort Walton Beach (July 21, 2021)
- Okaloosa County (July 23, 2021)
- Walton County (August 5, 2021)
- City of DeFuniak Spring (September 14, 2021)
- City of DeFuniak Springs (September 21, 2021)
- Okaloosa County (September 22, 2021)
- Walton County (October 4, 2021)
- Walton County (November 4, 2021)
- Okaloosa County (November 17, 2021)
- Walton County (November 22, 2021)
- Okaloosa County (November 23, 2021)

As part of the Cost Feasible Plan approval, a public hearing was also opened at the December 9, 2021 TPO meeting. Public comments are summarized below. Opportunity for public review was also provided at each of the noticed Steering Committee meetings. Opportunity for public input was

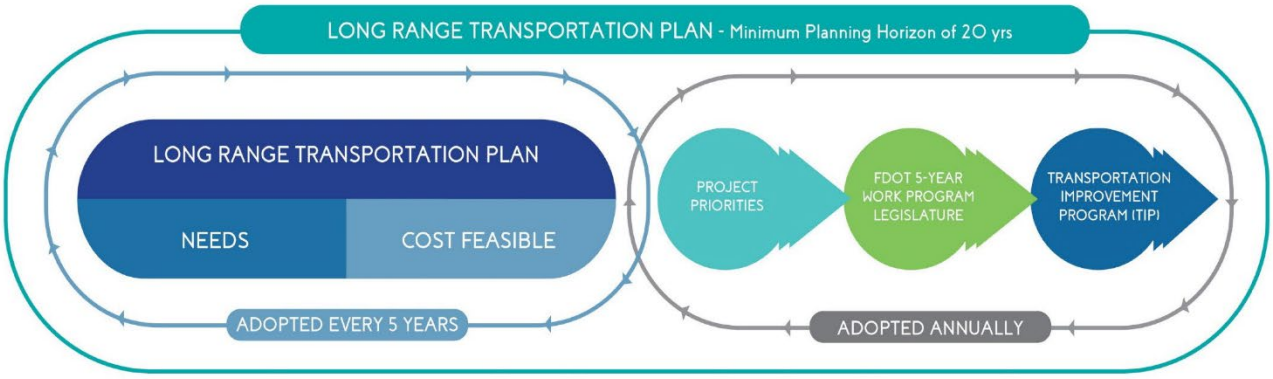
made available on the Cost Feasible Plan development at Steering Committee Meeting 6 (October 5, 2021); Meeting 7 (November 9, 2021).

At the December 9, 2021 TPO meeting, ECRC staff summarized the result of public input received on the Cost Feasible Plan, which focused on the Walton County project A-028, the South Walton North/South Connector, which remains in the PD&E phase. The road would essentially be constructed to connect CR 30A to US 98 through a power line easement in Point Washington State Forest. ECRC summarized the outreach efforts and gave a summary of the public comments that were received. As of the meeting, there were 206 who opposed the connector road, and 130 who supported the A-028 project, the South Walton Connector Road. At the meeting citizens spoke both in support and opposition to the project: seven citizens spoke in support of the project and four citizens spoke in opposition to the project. The comments were considered by the TPO Board.

**Figure 35. 2045 Cost Feasible Plan Meeting Presentation**



# 2045 LRTP Overview




**FIVE-YEAR CYCLE**

**(LRTP) LONG RANGE TRANSPORTATION PLAN**

- **NEEDS PLAN**
- **COST FEASIBLE PLAN**

**YEARLY CYCLE**

**PROJECT PRIORITIES**

**FDOT FIVE YEAR WORK PROGRAM**

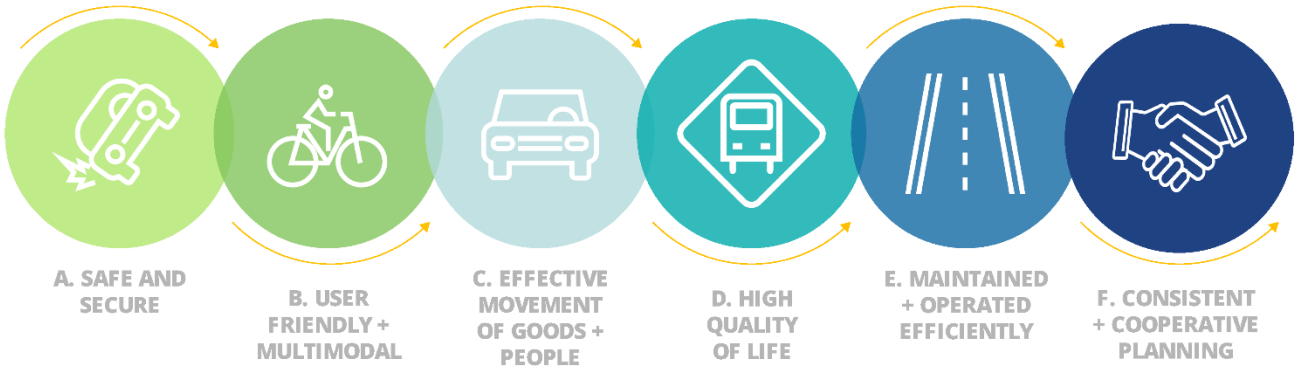
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

EMERALD COAST REGIONAL COUNCIL

# 2045 LRTP Schedule

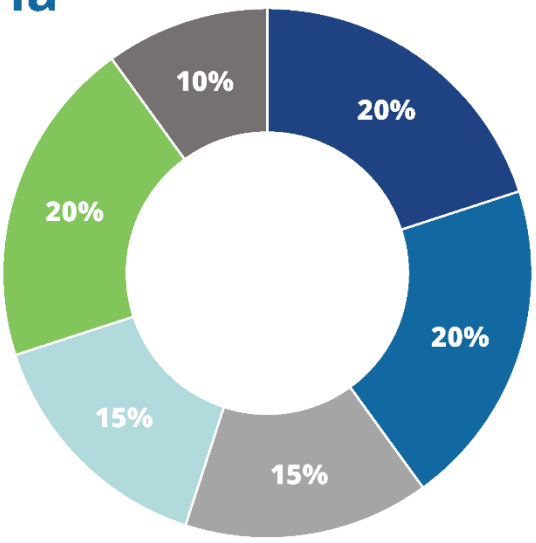
EMERALD COAST REGIONAL COUNCIL

## 2045 Goals & Objectives




## 2045 Evaluation Criteria

- Goal A - Safe and Secure
- Goal B - User-Friendly and Multimodal
- Goal C - Effective Movement of Goods and People
- Goal D - High Quality of Life
- Goal E - Maintained and Operated Efficiently
- Goal F - Consistent and Cooperative Planning



# 2045 Financial Plan

## *Sources*

Federal
- Federal Highway Fees
- Federal Fuel Taxes
- Federal Transit Administration

State
- State Fuel Taxes
- State Comprehensive Enhanced Transportation System Tax
- Documentary Stamp Tax
- Fees

Transportation Authorities
- Toll Revenue
- Community Redevelopment Agencies

Local
- Fuel Taxes
- Local Option Sales Tax
- Small County Surtax
- Charter County and Regional Transportation System

Financing Options
- Tolls
- Bonds
- SIS Funding
- TIF
- TRIP
- P3's
- Federal Grants
- State Grants
- Capital Access Program
- State Infrastructure Bank

EMERALD COAST REGIONAL COUNCIL

# 2045 Financial Plan

## *Summary*

| Capacity Programs | Time Period (Fiscal Years) $ in Present Day Cost (PDC) (Millions of Dollars) | | | | | |
|---|---|---|---|---|---|---|
| | 2020 | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | 26-Year Total |
| **SIS Highways Construction & ROW** | $20.18 | $132.68 | $56.77 | $339.88 | $359.86 | $909.37 |
| **Non-SIS** | $12.15 | $74.88 | $82.00 | $75.34 | $118.54 | $362.91 |
| **Transit** | $4.71 | $22.01 | $25.02 | $23.33 | $36.75 | $111.81 |
| **TMA / SU Funds** | $0 | $0 | $0 | $0 | $0 | $0 |
| **Total Capacity Programs*** | **$37.04** | **$229.57** | **$163.78** | **$438.55** | **$515.15** | **$1,384.09** |

*SIS projects from SIS Adopted 5-Year Plan, Second 5-Year Plan, and 2029-2045 Long Range Cost Source: FDOT*

EMERALD COAST REGIONAL COUNCIL

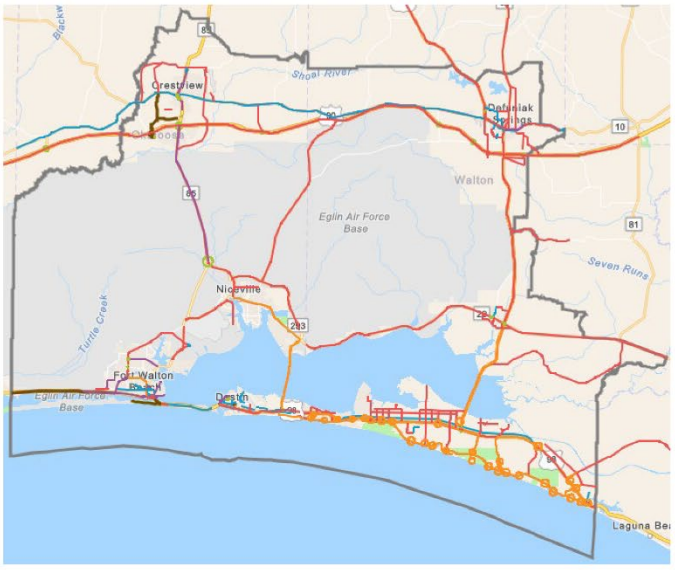
# 2045 LRTP Schedule

- Area Profile & Existing Conditions
- Goals & Objectives
- Evaluation Criteria
- Financial Resources
- CMP Plan (CMPP) Update
- Needs Plan
- Cost Feasible Plan

# Needs Plan

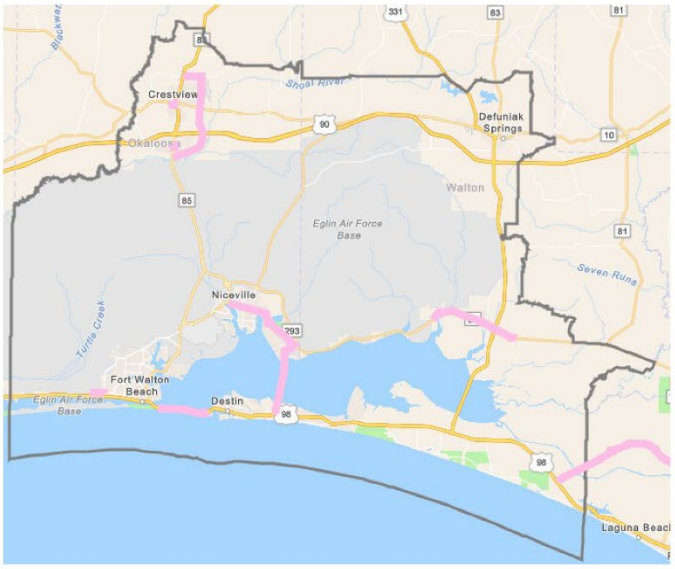
2045 Needs Project Type

- Capacity Project
- Bike Ped Project
- Intersection Project
- Complete Streets / Corridor Study
- Transit Project



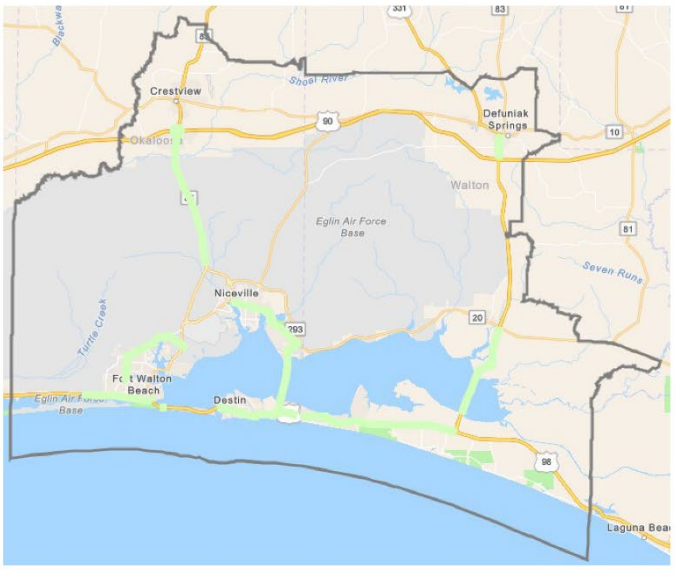
## Cost Feasible Scenario 1

- Projects identified in the TPO adopted priorities list



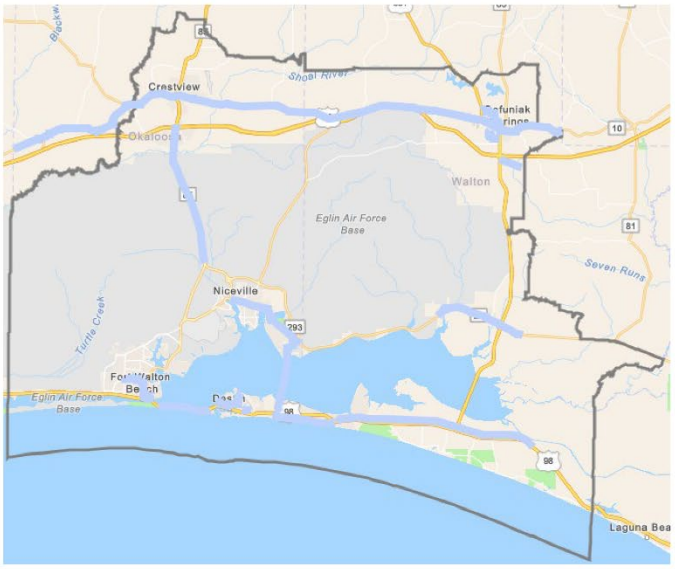

## Cost Feasible Scenario 2

- Projects are scored based on the evaluation criteria developed by the steering committee



## Cost Feasible Scenario 3

- Projects that have an emphasis on complete streets, and car-alternate improvements




EMERALD COAST REGIONAL COUNCIL

## RECOMMENDED ACTION

Approval of a motion authorizing the TPO chairman to sign Resolution O-W 21-22 adopting the Okaloosa-Walton TPO 2045 Long-Range Transportation Plan Needs Plan.

# ENCLOSURE G – ALL COMMITTEES

***TPO ROLL CALL VOTE REQUIRED***

Resolution O-W 21-23 Adopting the Okaloosa-Walton TPO 2045 Long-Range Transportation Plan Cost Feasible Plan

*–Ms. Jill Nobles, ECRC Staff*

2/23/2022 Okaloosa-Walton Transportation Planning Organization EMERALD COAST REGIONAL COUNCIL

## Cost Feasible Hybrid Scenario

- Projects based on the previous scenarios and input from the Steering Committee and the public

EMERALD COAST REGIONAL COUNCIL

# SIS Projects (1 of 2)

- SR 85
- US 98/SR 30
- US 331
- I-10/SR 8

| Project Name | Improvement | PD&E | PE | ROW | CST+CEI |
|---|---|---|---|---|---|
| I-10/SR 8 (Santa Rosa Co. Line to W of CR 189) | Widen to 6 Lanes | Underway | $626,000 | $26,666,738 | $153,333,745 |
| I-10/ SR 8 (W CR 189 to SR 85) | | $105,000 | $1,736,100 | Not yet identified in SIS Plan | Not yet identified in SIS Plan |
| I-10 (CR 4 Antioch/PJ Adams Rd to Arena Rd) | New Interchange | Complete | Complete | Underway | Underway |
| I-10 (W of CR 189 to E of SR 85) | PD&E | Underway | See Next 3 Projects Below | See Next 3 Projects Below | See Next 3 Projects Below |
| I-10 ( W of CR 189 to 2 mi W of Wilkerson Bluff Rd) | Add 2 to build 6 lanes | Underway | $290,000 | $11,040,369 | $63,482,124 |
| I-10 (2 mi W of Wilkerson Bluff Rf to E of Yellow River) | Provide 6 lanes of capacity | Underway | $480,000 | $15,626,369 | $89,851,621 |
| I-10 (E of Yellow River to SR 85) | Add 2 to build 6 lanes | Underway | $881,000 | $20,891,776 | $120,127,711 |
| US 98 (CR 457 to E of CR 30A West) | Add 2 to build 6 lanes | Complete | Complete | N/A | Underway |
| SR 85 (SR 123 to Mirage Ave) | PD&E | Underway | **See FDOT Project #'s 2201714, 2201715, 2201716 Below** | **See FDOT Project #'s 2201714, 2201715, 2201716 Below** | **See FDOT Project #'s 2201714, 2201715, 2201716 Below** |
| SR 85 (SR 123 to McWhorter Ave) | Add 2 to build 6 lanes | Underway | $4,950,000 | $6,620,337 | $38,066,939 |
| SR 85 (McWhorter Ave to PJ Adams Pkwy) | Add 2 to build 6 lanes | Underway | $6,490,000 | $6,520,408 | $37,492,343 |

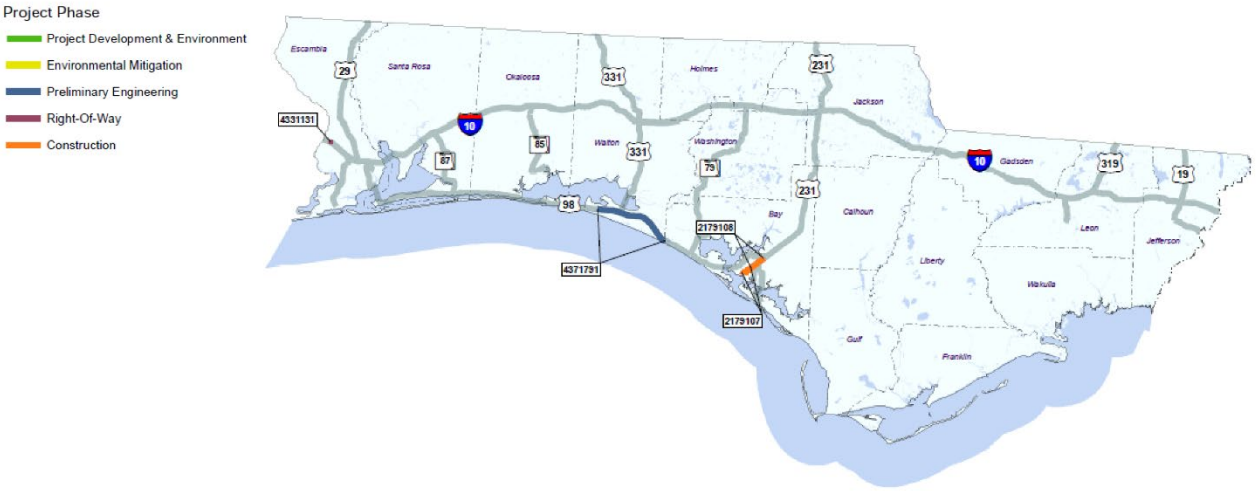
# SIS Projects (2 of 2)

- SR 85
- US 98/SR 30
- US 331
- I-10/SR 8

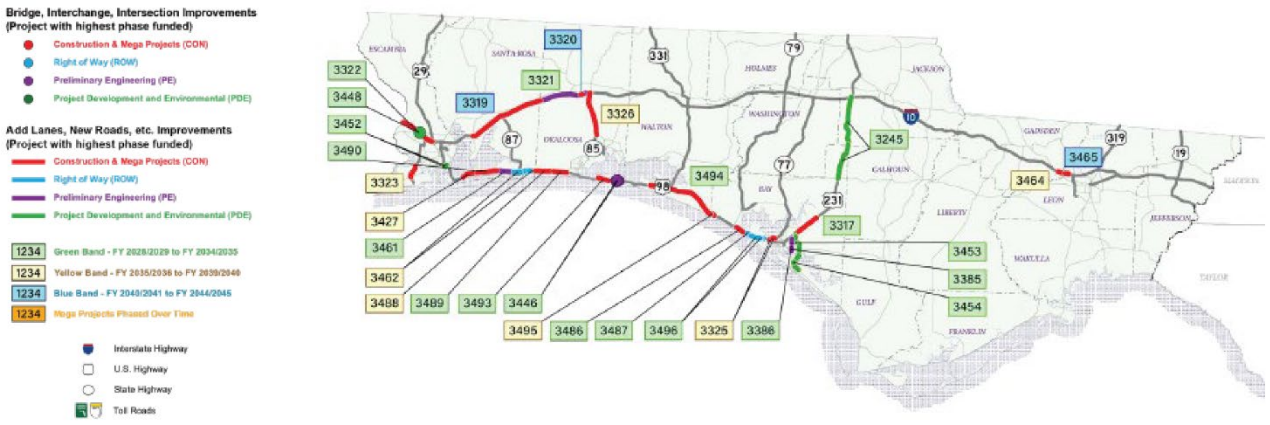
| Project Name | Improvement | PD&E | PE | ROW | CST+CEI |
|---|---|---|---|---|---|
| SR 85 (PJ Adams Parkway to Mirage Ave) | Add 2 to build 6 lanes | Underway | $1,650,000 | $2,072,595 | $11,917,418 |
| US 98/SR 30 (Santa Rosa Co. Line to E of Cody Ave Interchange) | Widen to 6 Lanes | Complete | Underway | $34,200,000 | $41,873,632 |
| US 98/SR 30 (E of Cody Ave Interchange to Mary Esther Blvd) | Widen to 6 Lanes | Complete | Underway | $2,566,942 | $19,679,889 |
| US 98/SR 30 (Calhoun Ave to Airport Rd) | PD&E, Complete Streets/TSM | Underway | $3,300,000 | $4,911,720 | $49,959,000 |
| US 98/SR 30 FWB Around the Mound (Beal Pkwy to Brooks Bridge) | Road Realignment | Underway | $2,101,513 | $8,934,000 | $12,083,701 |
| US 98/SR 30 at SR 293/ Danny Wuerffel Way | Intersection Improvement | $1,000,000 | $11,000,000 | $2,285,850 | $2,628,787 |
| US 98/SR 30 at US 331 | Flyover Interchange | $2,940,000 (Not Identified in a SIS Plan) | $3,000,000 (Not Identified in a SIS Plan) | $8,000,000 (Not identified in a SIS Plan) | $50,000,000 (Not Identified in a SIS Plan) |
| I-10/SR 8 Crestview Bypass East | Interchange | $6,000,000 | Not yet identified in SIS Plan | Not yet identified in SIS Plan | Not yet identified in SIS Plan |
| US 98/SR 30 (CR 30A to W of Phillips Inlet Bridge) | Widen to 6 lanes & intersection Improvement (Intersection at US 98 and CR 30A) | $2,940,000 | $16,500,000 | $5,000,000 | $12,060,000 |

## SIS - First Five Years Plan

## SIS - Second Five Years Plan



# SIS - Long Range Cost Feasible Plan




# Non-SIS Projects

# Mobility Programs

| | | |
|---|---|---|
| Areawide Traffic Signal System O & M | Okaloosa | $400,000 Annually for Ops and Maint. |
| Areawide Traffic Signal System O & M | Walton | $200,000 Annually for Ops and Maint. |
| Transportation Planning Studies | Okaloosa & Walton | $1,000,000 every 5 years |
| Transportation Planning Study Implementation Projects | Okaloosa & Walton | $10,000,000 every 5 years |
| Intelligent Transportation Systems (ITS) Advanced Traffic Management System | Okaloosa & Walton | $950,000 for TMC & $500,000 for Upgrades (one-time Cost) |

EMERALD COAST REGIONAL COUNCIL

# Cost Feasible Plan Project List (Hybrid)

| Needs Plan # | Priority# | List # | FDOT # | Name | County | City/Area | Description | PD&E | PD&E Funded | Design | Design Funded | R/W | R/W Funded | CST+CEI | CST+CEI Funded |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Mobility Programs (Box or Set-aside Funds)** | | | | | | | | | | | | | | | |
| E-03 | 1 | N/A | 4097973 | Area wide Traffic Signal System O & M (Okaloosa County) | Okaloosa | Countywide | $400,000 Annually for Operations and Maintenance for 20 years | $0 | Y | $0 | Y | $0 | Y | $8,000,000 | Y |
| E-04 | | N/A | 4097972 | Area wide Traffic Signal System O & M (Walton County) | Walton | Countywide | $200,000 Annually for Operations and Maintenance for 20 years | $0 | Y | $0 | Y | $0 | Y | $4,000,000 | Y |
| E-15 | 2 | N/A | 220239 | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | Okaloosa, Walton | Countywide | $950,000 for TMC & $500,000 for Upgrades (one-time cost) | $0 | Y | $0 | Y | $0 | Y | $1,450,000 | Y |
| None | 3 | N/A | | Transportation Planning **Studies** | Okaloosa, Walton | Countywide | $1,000,000 Every 5 years (4x over 20 year horizon) | $2,000,000 | Y | $0 | Y | $0 | Y | $2,000,000 | Y |
| None | 5 | 2 | | Transportation Planning **Study Implementation Projects** | Okaloosa, Walton | Countywide | $10,000,000 Every 5 years (4x over 20 year horizon) | $0 | Y | $0 | Y | $0 | Y | $40,000,000 | Y |
| **SIS Projects Not Yet Funded in SIS Plans ( * see note below)** | | | | | | | | | | | | | | | |
| A-50 | | | 2202603 | US 98 Around the Mound (**SIS** Priority 4 for PD&E)* [from SIS Priorities and Scenario 3] [Feasibility Study Complete] | Okaloosa | Fort Walton Beach | Capacity Realignment | Funded in FY23-27 TIP (FY23) $1M Local and $470K Federal | Y | $2,101,513 | Y | $8,934,000 | Y | $12,083,701 | Y |
| A-49 | | | | US 98 (**SIS**) from new Brooks Bridge to Gulf Islands National Seashore [Okaloosa County **new** request] * | Okaloosa | Okaloosa Island | Provide 6 Lanes of Capacity | $773,111 | Y | $1,546,221 | Y | $1,546,221 | Y | $8,890,773 | N |

EMERALD COAST REGIONAL COUNCIL

# Cost Feasible Plan Project List (Hybrid)

| Needs Plan # | Priority# | List # | FDOT # | Name | County | City/Area | Description | PD&E | PD&E Funded | Design | Design Funded | R/W | R/W Funded | CST+CEI | CST+CEI Funded |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Non-SIS Projects (from Adopted Priorities)** | | | | | | | | | | | | | | | |
| A-65 option a or b | 6 | 3 | 438139 | Crestview Bypass West from US 90 to Old Bethel Rd [Alt Corridor Eval Underway. Priority for PD&E] | Okaloosa | Crestview | Provide 4 lanes of Capacity | $2,000,000 | Y | $4,500,000 | Y | $25,000,000 | Y | $60,625,252 | N |
| A-31 | 7 | 4 | 220635 | SR 20 (King Rd to Black Creek) [PD&E Complete. Priority for Design] | Walton | Freeport | Provide 4 lanes of Capacity | Complete | Y | $9,700,000 | Y | $70,200,000 | Y | $139,840,000 | N |
| A-15 | 8 | 5 | | Hollywood Boulevard Extension [Priority for PD&E] | Okaloosa | Mary Esther | Provide 2 lanes of capacity | $593,000 | Y | $1,686,964 | Y | $6,757,215 | N | $9,700,041 | N |
| D-16 | 11 | 8 | 4296753 | SR 85 at PJ Adams Parkway (Add Right Turn Lanes) **[with Local Match $398,056]** | Okaloosa | Crestview | Intersection improvements | Complete | Y | Complete | Y | Funded in FY 22 TIP | Y | $398,056 | Y |
| A-51 | 12 | 9 | 4244641 | West Bay Parkway from US 98 to Bay Co Line [PD&E Complete. Priority for Design] | Walton | South Walton | New 4 lane roadway | Complete | Y | $1,900,000 | Y | $490,000 | Y | $180,595,660 | N |
| F-02 | 13 | 10 | | Express Transit Service (Niceville to Destin) - Extended to Crestview [F-C Rider TDP] | Okaloosa | Okaloosa | Express Transit | Complete | Y | n/a | Y | n/a | Y | $91,653 | Y |
| B-26 | 16 | 13 | | Okaloosa Island Bridge-Bridge Multi-Use Path [Eglin EA Complete] **Locally Funded** | Okaloosa | Okaloosa Island | New 12-foot wide path | Complete | L | Incl in CST+CEI | L | Incl in CST+CEI | L | Locally Funded by Okaloosa TDC $4M | L |

EMERALD COAST REGIONAL COUNCIL

# Cost Feasible Plan Project List (Hybrid)

| Needs Plan # | Priority# | List # | FDOT # | Name | County | City/Area | Description | PD&E | PD&E Funded | Design | Design Funded | R/W | R/W Funded | CST+CEI | CST+CEI Funded |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Non-SIS Projects (from Evaluation Criteria Scenario, Multi-Modal Scenario, or Other)** | | | | | | | | | | | | | | | |
| D-34 | | | | SR 20 and US 331 Intersection Improvements [Walton Mobility Plan] | Walton | Freeport | Intersection improvements | (part of A-31) | Y | (part of A-31) | Y | $1,519,957 | Y | $3,495,902 | Y |
| A-61 | | | | Water Tower Road Connector from Business 331 to US 331 [Walton Mobility Plan] | Walton | Freeport | Construct New Road | $559,863 | Y | $1,119,726 | Y | $1,119,726 | Y | $6,438,424 | Y |
| A-62 & A-077 | | | | Marquis Way West Connector Road from Shipyard Road to Marquis Way & Shipyard Road from SR 83A East to Marquis Way West Extension [Walton Mobility Plan] | Walton | Freeport | Construct New Road | $343,398 | Y | $686,797 | Y | $686,797 | Y | $3,949,093 | Y |
| A-34 | | | | SR 293 (Spence Parkway) from Range Road Interchange to SR 85 N | Okaloosa | Mid Bay Bridge | Provide 4 lanes of Capacity | $5,916,200 | Y | $11,832,399 | Y | $11,832,399 | Y | $68,036,294 | N |
| C-16 | | | | US 90 Complete Streets project from US 331 to East End of DeFuniak Springs City Limits [Feasibility Study Complete] | Walton | DeFuniak Springs | Road Diet and Complete Streets Improvements | $346,551 | Y | $693,102 | Y | $0 | Y | $3,985,336 | Y |
| A-59 | | | | Park Alternate - Option 3 - from SR 83 (US 331) to US 90 [Walton Mobility Plan] | Walton | DeFuniak Springs | Construct New Road | $545,077 | Y | $1,090,155 | Y | $1,090,155 | Y | $6,268,395 | Y |
| A-60 | | | | Bruce Avenue Extension from US 331 to 25th Street [Walton Mobility Plan] | Walton | DeFuniak Springs | Construct New Road | $724,470 | Y | $1,448,941 | Y | $1,448,941 | Y | $8,331,412 | Y |
| B-44 | | | | Baldwin Avenue Pedestrian Bridge and Trail from 11th Street to 16th Street over US 331 [Walton Mobility Plan] | Walton | DeFuniak Springs | Install Elevated Pedestrian Overcrossing for Schools | $0 | Y | $200,000 | Y | $200,000 | Y | $5,400,000 | Y |

EMERALD COAST REGIONAL COUNCIL

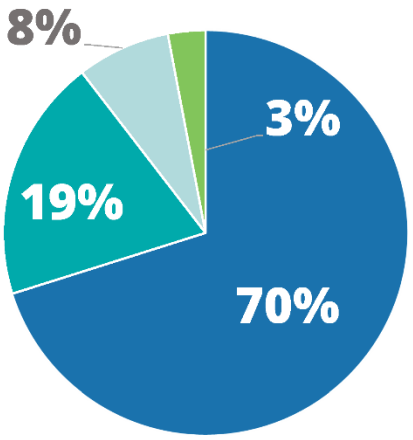
# Cost Feasible Plan Project List (Hybrid)

| Needs Plan # | Priority# | List # | FDOT # | Name | County | City/Area | Description | PD&E | PD&E Funded | Design | Design Funded | R/W | R/W Funded | CST+CEI | CST+CEI Funded |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Non-SIS Projects (from Evaluation Criteria Scenario, Multi-Modal Scenario, or Other)** | | | | | | | | | | | | | | | |
| D-01 | | | | Intersection realignment at PJ Adams / Antioch / Crab Apple with signal [Multi Modal Scenario, Okaloosa County and City of Crestview priority] | Okaloosa | Crestview | Intersection improvements | $0 | Y | $300,000 | Y | $500,000 | Y | $3,000,000 | Y |
| D-24 | | | | US 90 and SR 85 Intersection [2040 LRTP Amendment] | Okaloosa | Crestview | Intersection improvements | $150,000 | Y | $300,000 | Y | $1,575,000 | Y | $1,725,000 | Y |
| A-66 | | | | US 98 Adaptive Signal Control System from Stahlman Ave to Tequesta Dr [Evaluation Criteria Scenario] | Okaloosa | US 98 Corridor | Install Adaptive Signal Control Systems | $0 | Y | $0 | Y | $0 | Y | $750,000 | Y |
| A-67 | | | | US 98 Adaptive Signal Control System from S. Holiday Rd to US 331 [Evaluation Criteria Scenario] | Walton | US 98 Corridor | Install Adaptive Signal Control Systems | $0 | Y | $0 | Y | $0 | Y | $800,000 | Y |
| B-52 | | | | Elevated Pedestrian Crossing SR 85 and Commerce Drive [Citizens Advisory Committee] | Okaloosa | Crestview | Install Elevated Pedestrian Overcrossing for Schools | $0 | Y | $200,000 | Y | $200,000 | Y | $5,400,000 | Y |
| B-15 | | | | Multi-Modal Facility from Scenic Gulf Drive to McDavid Blvd [2040 Needs and Walton Mobility Plan] | Walton | Sandestin, Santa Rosa Beach, Ft. Washington | Multi-Use Trail | $356,051 | Y | $712,101 | Y | $3,560,506 | Y | $8,189,163 | Y |
| A-28 | | | | South Walton North / South Connector from CR 30A to US 98 [**Removed** from Walton Mobility Plan but requested to be carried in LRTP Needs Plan, Walton Co PD&E underway] | Walton | Pt Washington State Forest / Deer Lake | Construct New Road | Locally Funded by Walton Co. | L | $2,523,326 | N | $2,523,326 | N | $14,509,125 | N |

EMERALD COAST REGIONAL COUNCIL

## Please share with us **which of the following versions** you think **should be adopted:**

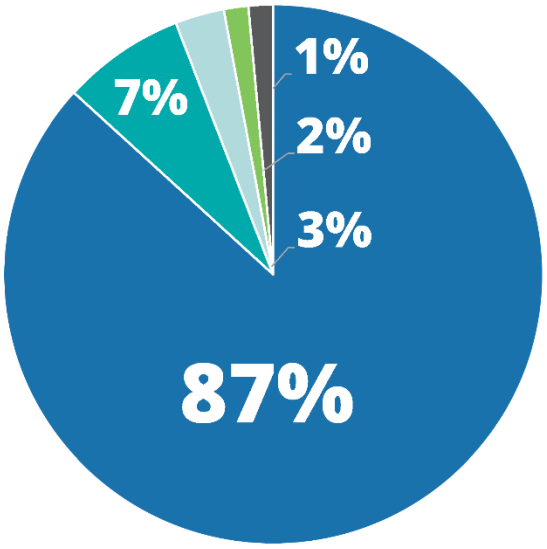
- **Option D: Hybrid**
- **Option C: Multi-modal**
- **Option A: Project Priorities**
- **Option B: Evaluation Criteria**




2045 LRTP Needs Plan Survey Results Okaloosa-Walton Transportation Planning Organization EMERALD COAST REGIONAL COUNCIL

## What mode of transportation do **you use most often?**

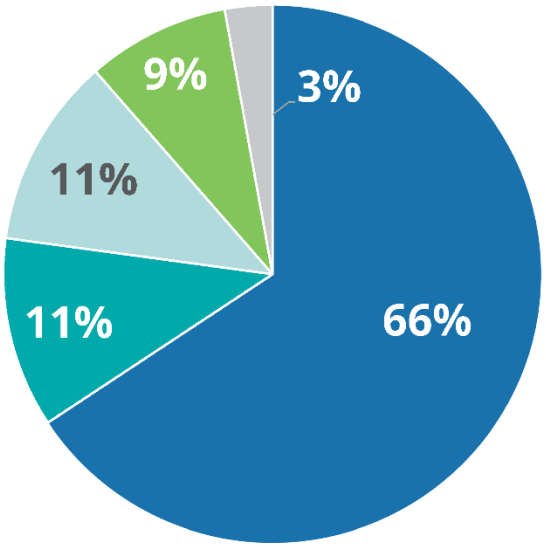
- **Car**
- **Bike**
- **Bus**
- **Wheelchair**
- **Rideshare**




2045 LRTP Needs Plan Survey Results Okaloosa-Walton Transportation Planning Organization EMERALD COAST REGIONAL COUNCIL

## What **best determines** the mode of transportation you use?

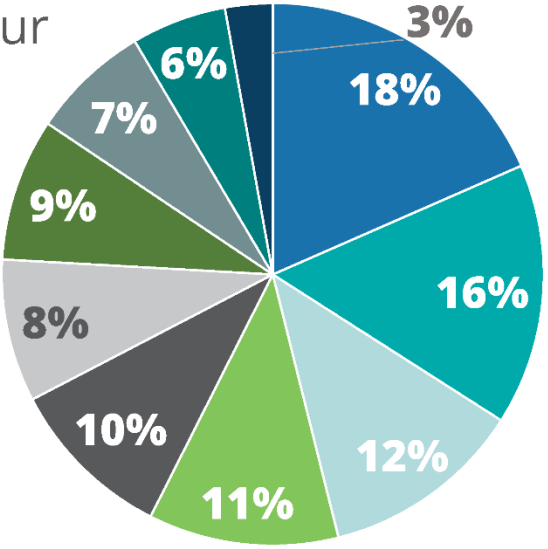
- Accessibility/Reliability
- Environmental or Health Impacts
- Availability
- Reliability
- Cost




2045 LRTP Needs Plan Survey Results Okaloosa-Walton Transportation Planning Organization EMERALD COAST REGIONAL COUNCIL

## What will be the **most significant transportation concern** in our region in the next 25 years?

- Increased traffic/congestion/delay
- Safety
- Development Patterns
- Lack of Public Transportation
- Aging and deteriorating infrastructure
- Projecting threats of water/weather
- Travel Needs for the Elderly/Disabled
- Integrating New Technology
- Rising Transportation Costs
- Increasing Distance of Travel




2045 LRTP Needs Plan Survey Results Okaloosa-Walton Transportation Planning Organization EMERALD COAST REGIONAL COUNCIL

# ADDITIONAL **COMMENTS?**

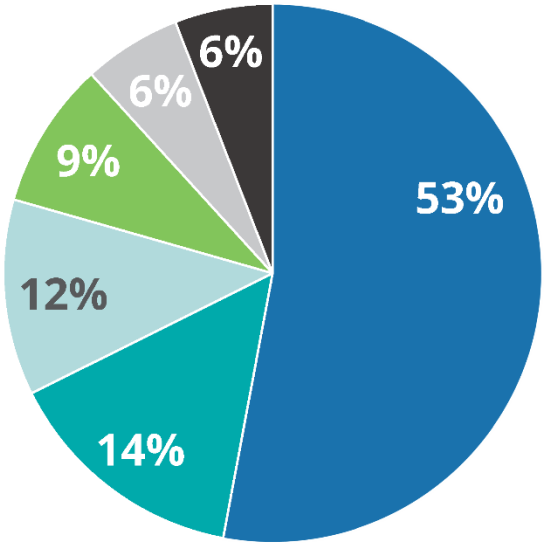
**11** OPPOSING SOUTH WALTON CONNECTOR ROAD
**4** NEED FOR MASS TRANSIT
**3** BIKE/PED SAFETY CONCERNS

2045 LRTP Needs Plan Survey Results | Okaloosa-Walton Transportation Planning Organization | EMERALD COAST REGIONAL COUNCIL

# Respondent **Zip Codes**

- **32459 – Santa Rosa Beach**
- **32548 – Ft. Walton Beach**
- **32578 - Niceville**
- **32439 – Freeport**
- **32461 – Rosemary Beach**
- **32536 – Crestview**

*+14 Addition Zip Codes with One Participant*




2045 LRTP Needs Plan Survey Results | Okaloosa-Walton Transportation Planning Organization | EMERALD COAST REGIONAL COUNCIL

# ONLINE PUBLIC **COMMENT CARDS**

**206** SUPPORTING SOUTH WALTON CONNECTOR ROAD
**130** OPPOSING SOUTH WALTON CONNECTOR ROAD

2045 LRTP Needs Plan Survey Results | Okaloosa-Walton Transportation Planning Organization | EMERALD COAST REGIONAL COUNCIL

# QUESTIONS?

**RAE EMARY-MCFEE**
Public Relations Coordinator II
rae.emary-mcfee@ecrc.Org

2/23/2022 | Florida-Alabama Transportation Planning Organization | EMERALD COAST REGIONAL COUNCIL

# PUBLIC COMMENTS?



# RECOMMENDED ACTIONS

**Needs Plan**

Approval of Resolution O-W 21-22 adopting the Okaloosa-Walton TPO 2045 Long Range Transportation Plan Needs Plan

EMERALD COAST REGIONAL COUNCIL

## Cost Feasible Plan (PUBLIC HEARING AND ROLL CALL VOTE REQUIRED)

1. Approval of Resolution O-W 21-23 adopting the Okaloosa-Walton TPO 2045 Long Range Transportation Plan Cost Feasible Plan.
2. Approval of a motion authorizing ECRC staff to convert the projects into project phases for the following fiscal year groupings 2026-2030; 2031-2036; and 2036-2045 using "year of expenditure dollars".
3. Approval of a motion that recognizes the following items have been approved by the TPO, and will be summarized in the 2045 LRTP Final Report:
   - Goals & Objectives via Resolution O-W 21-05
   - Evaluation Criteria via Resolution O-W 21-06
   - Financial Resources via Resolution O-W 21-13
   - Congestion Management Process Plan and System Performance Report via Resolution O-W 21-14
   - Needs Plan via Resolution O-W 21-22
   - 2045 Cost Feasible Plan via Resolution O-W 21-23

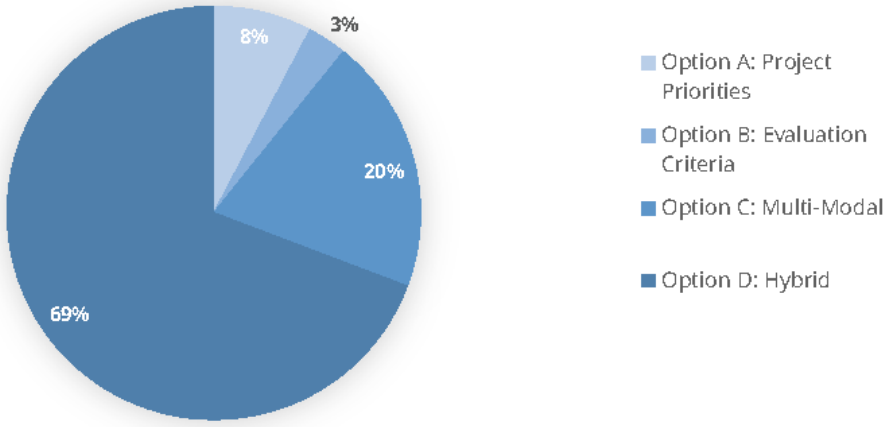
2/23/2022 Okaloosa-Walton Transportation Planning Organization EMERALD COAST REGIONAL COUNCIL

Figure 36. 2045 Cost Feasible Plan Public Survey & Results

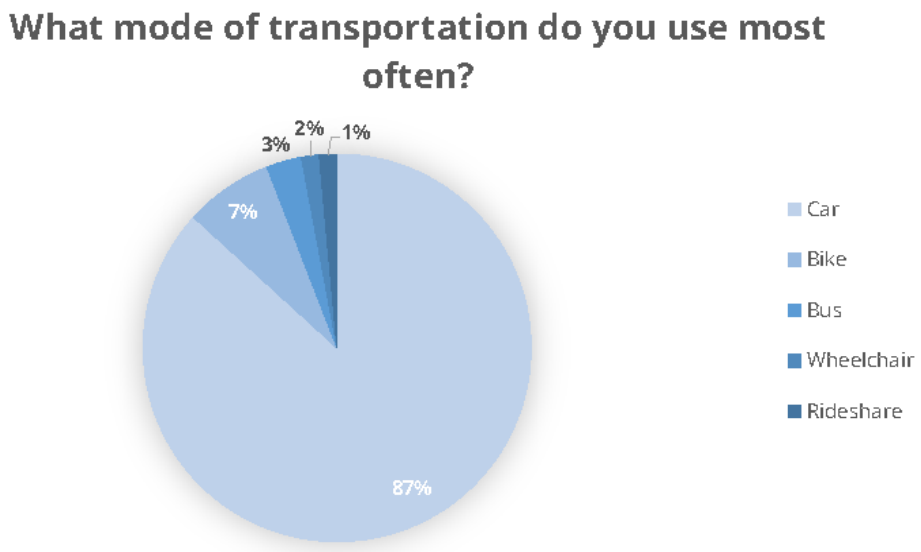
## Okaloosa-Walton 2045 Long Range Transportation Plan Cost Feasible Survey Results

***There are four drafted versions of the 2045 Long Range Transportation Cost Feasible Plan, but only one will be adopted by the TPO.***

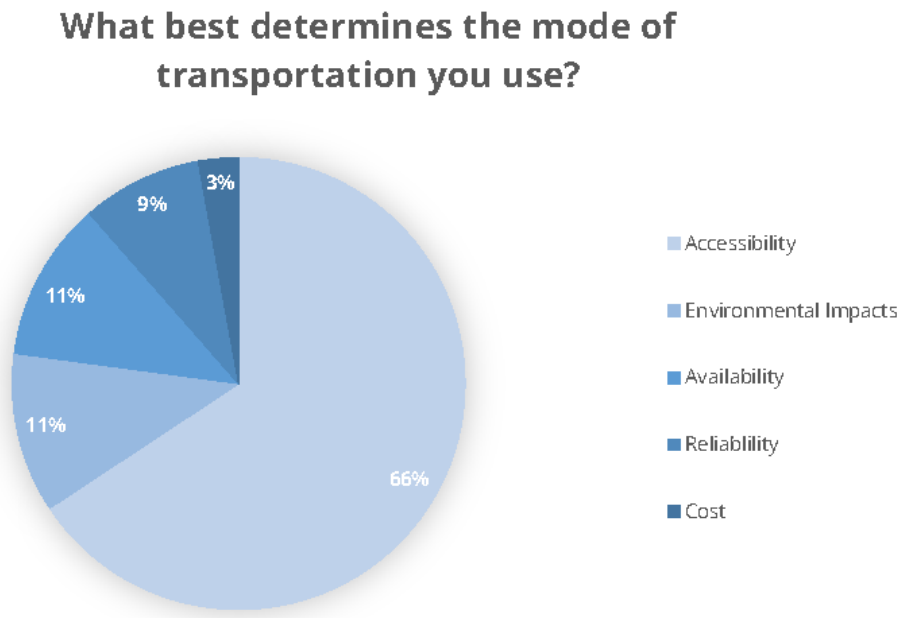
### Please share with us which of the following versions you think should be adopted:




| There are four drafted versions of the 2045 Long Range Transportation Cost Feasible Plan, but only one will be adopted by the TPO. | |
|---|---|
| **Significance** | **Number** |
| Option A: Project Priorities | 5 |
| Option B: Evaluation Criteria | 2 |
| Option C: Multi-Modal | 13 |
| Option D: Hybrid | 45 |
| Total | 65 |

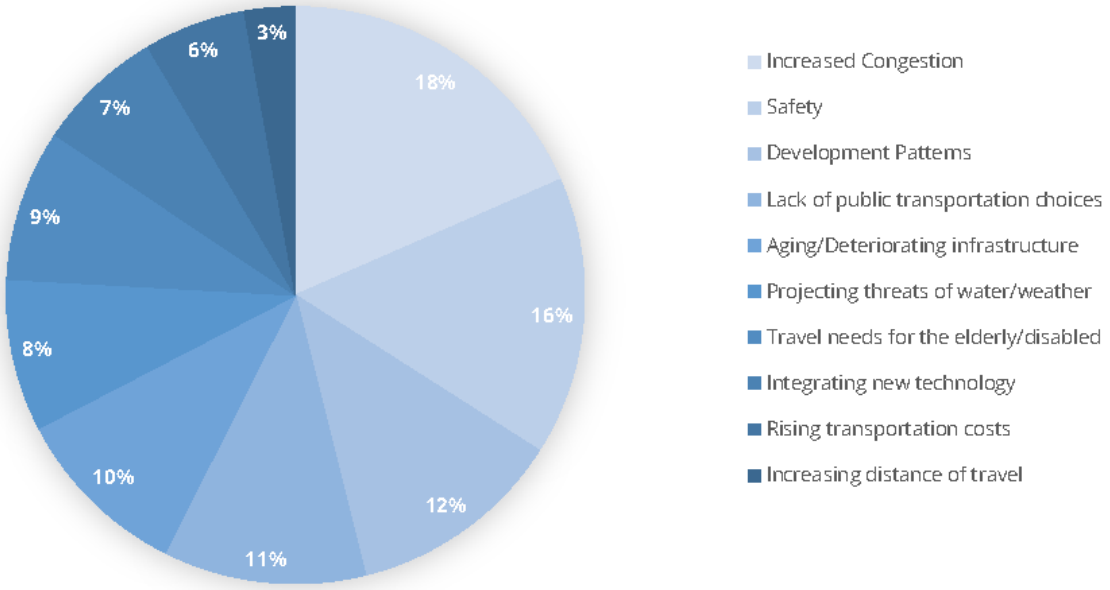



| What mode of transportation do you use most often? | |
|---|---|
| **Significance** | **Number** |
| Car | 59 |
| Bike | 5 |
| Bus | 2 |
| Wheelchair | 1 |
| Rideshare | 1 |
| Total | 68 |




| What best determines the mode of transportation you use? | |
|---|---|
| **Significance** | **Number** |
| Accessibility | 46 |
| Environmental Impacts | 8 |
| Availability | 8 |
| Reliability | 6 |
| Cost | 2 |
| Total | 70 |

**Rate each of the following as a significant transportation challenge in our region over the next 25 years:**




| Rate each of the following as a significant transportation challenge in our region over the next 25 years: | |
|---|---|
| **Significance** | **Number** |
| Increased Congestion | 26 |
| Safety | 22 |
| Development Patterns | 17 |
| Lack of public transportation choices | 16 |
| Aging/Deteriorating infrastructure | 14 |
| Projecting threats of water/weather | 12 |
| Travel needs for the elderly/disabled | 12 |
| Integrating new technology | 10 |
| Rising transportation costs | 8 |
| Increasing distance of travel | 4 |

## 7.4 Adopted 2045 Cost Feasible Plan Projects

The Draft 2045 Cost Feasible Plan was presented to the Technical Coordinating Committee, Citizens' Advisory Committee, and the Transportation Planning Organization at their meeting on December 9, 2021 for adoption.

The Okaloosa-Walton TPO approved the 2045 Cost Feasible Plan at the December 9, 2021 meeting by Resolution O-W 21-23 (**Appendix A**). A map of Cost Feasible Plan projects is shown in **Figure 37** and the projects are listed in **Table 38** (Non-SIS), **Table 39** (SIS), and **Table 40** (Local). Projects in the current TIP are shown in **Appendix H**.

*December 9, 2021 Technical Coordinating Committee (TCC) Meeting*

- The TCC recommended the 2045 Cost Feasible Plan be approved as presented.

*December 9, 2021 Citizens' Advisory Committee (CAC) Meeting*

- The CAC recommended the 2045 Cost Feasible Plan be approved as presented.

*December 9, 2021 Transportation Planning Organization (TPO) Meeting*

- An advertised public hearing occurred at the December 9, 2021 TPO meeting prior to the adoption of the 2045 Cost Feasible Plan. Several members of the public came forward to recommend removal of the South Walton North/South Connector from CR 30A to US 98 (A-028).

After the public hearing was closed by the TPO Chairperson, the TPO approved the 2045 Cost Feasible Plan with US 90 Fairchild Road to US 331 (A-044) be broken into two individual projects, US 90 from Fairchild Road to SR 285/Mossy Head (A-044a), and US 90 from SR 285/Mossy Head to US 331 N (A-044b). Two intersection projects were also added; SR 85 at Mirage Avenue (D-35), and SR 85 at Redstone Avenue (D-25).

Figure 37. Adopted 2045 Cost Feasible Plan Projects

## Table 38. Adopted 2045 Cost Feasible Plan Projects: Non-SIS

| Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects<br>*Projects not shown in priority order* | | | | |
|---|---|---|---|---|
| **ID** | **Project Name** | **From** | **To** | **Improvement** |
| E-03 | Area wide Traffic Signal System O & M (Okaloosa County) | | | $400,000 Annually for Operations and Maintenance for 20 years |
| E-04 | Area wide Traffic Signal System O & M (Walton County) | | | $200,000 Annually for Operations and Maintenance for 20 years |
| E-15 | Intelligent Transportation Systems (ITS) Advanced Traffic Management System | | | $950,000 for TMC & $500,000 for Upgrades (one-time cost) |
| None | Transportation Planning Studies | | | $1,000,000 Every 5 years (4x over 20 year horizon) |
| None | Transportation Planning Study Implementation Projects | | | $10,000,000 Every 5 years (4x over 20 year horizon) |
| A-50 | US 98 Around the Mound (SIS Priority 4 for PD&E)* [From SIS Priories and Scenario 3] [Feasibility Study Complete] | | | Capacity Realignment |
| A-49 | US 98 (SIS) from Brooks Bridge to Gulf Islands National Sea Shore [Okaloosa County New Request] | | | Provide 6 Lanes of Capacity |
| A-65 option a or b | Crestview Bypass West from US 90 to Old Bethel Rd [Alt Corridor Eval Underway. Priority for PD&E] | | | Provide 4 lanes of Capacity |
| A-31 | SR 20 (King Rd to Black Creek) [PD&E Complete. Priority for Design] | | | Provide 4 lanes of Capacity |
| A-15 | Hollywood Boulevard Extension [Priority for PD&E] | | | Provide 2 lanes of capacity |
| D-16 | SR 85 at PJ Adams Parkway (Add Right Turn Lanes) [with Local Match for R/W & CST] | | | Intersection improvements |
| A-51 | West Bay Parkway from US 98 to Bay Co Line [PD&E Complete. Priority for Design] | | | New 4 lane roadway |
| F-02 | Express Transit Service (Niceville to Destin) - Extended to Crestview [E-C Rider TDP] | | | Express Transit |
| B-26 | Okaloosa Island Bridge-Bridge Multi-Use Path [Eglin EA Complete] **Locally Funded** | | | New 12-foot wide path |
| D-34 | SR 20 and US 331 Intersection Improvements [Walton Mobility Plan] | | | Intersection improvements |
| A-61 | Water Tower Road Connector from Business 331 to US 331 [Walton Mobility Plan] | | | Construct New Road |
| A-62 & A-77 | Marquis Way West Connector Road from Shipyard Road to Marquis Way & Shipyard Road from SR 83A East to Marquis Way West Extension [Walton Mobility Plan] | | | Construct New Road |
| A-34 | SR 293 (Spence Parkway) from Range Road Interchange to SR 85 N | | | Provide 4 lanes of Capacity |

| Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects<br>*Projects not shown in priority order* | | | | |
|---|---|---|---|---|
| **ID** | **Project Name** | **From** | **To** | **Improvement** |
| C-16 | US 90 Complete Streets project from US 331 to East End of DeFuniak Springs City Limits<br>[Feasibility Study Complete] | | | Road Diet and Complete Streets Improvements |
| A-59 | Park Alternate - Option 3 - from SR 83 (US 331) to US 90<br>[Walton Mobility Plan] | | | Construct New Road |
| A-60 | Bruce Avenue Extension from US 331 to 25th Street<br>[Walton Mobility Plan] | | | Construct New Road |
| B-44 | Baldwin Avenue Pedestrian Bridge and Trail from 11th Street to 16th Street over US 331 [Walton Mobility Plan] | | | Install Elevated Pedestrian Xing for Schools |
| D-01 | Intersection realignment at PJ Adams / Antioch / Crab Apple with signal<br>[Multi Modal Scenario, Okaloosa County and City of Crestview priority] | | | Intersection improvements |
| D-24 | US 90 and SR 85 Intersection<br>[2040 LRTP Amendment] | | | Intersection improvements |
| A-66 | US 98 Adaptive Signal Control System from Stahlman Ave to Tequesta Dr<br>[Evaluation Criteria Scenario] | | | Install Adaptive Signal Control Systems |
| A-67 | US 98 Adaptive Signal Control System from S. Holiday Rd to US 331<br>[Evaluation Criteria Scenario] | | | Install Adaptive Signal Control Systems |
| B-52 | Elevated Pedestrian Bridge SR 85 and Commerce Drive<br>[Citizens Advisory Committee] | | | Install Elevated Pedestrian Bridge for Schools |
| B-15 | Multi-Modal Facility from Scenic Gulf Drive to MC Davis Blvd [2040 Needs and Walton Mobility Plan] | | | Multi-Use Trail |
| A-44A | US 90<br>(Fairchild Rd to SR 285/Mossy Head) | | | Capacity Widening from 2 to 4 Lanes |
| A-44B | US 90<br>(SR 285 Mossy Head to US 331 North) | | | Capacity Widening from 2 to 4 Lanes |
| D-35 | SR 85 at Mirage Avenue<br>[2040 LRTP Amendment] | | | Intersection improvements |
| D-25 | SR 85 at Redstone Avenue<br>[2040 LRTP Amendment] | | | Intersection improvements |
| A-28 | South Walton North / South Connector from CR 30A to US 98<br>[Removed from Walton Mobility Plan but requested to be carried in LRTP Needs Plan, Walton Co PD&E underway] | | | Construct New Road |

## Table 39. Adopted 2045 Cost Feasible Plan Projects: SIS

| Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects<br>*Projects not shown in priority order.*<br>*At time of adoption of the 2045 LRTP, FDOT was updating the SIS Needs and Cost Feasible Plans.*<br>*An LRTP Amendment may be necessary when the SIS Plans are updated.* | | | | |
|---|---|---|---|---|
| **ID** | **Project Name** | **From** | **To** | **Improvement** |
| **A-020, A-019, A-021** | I-10/SR 8 (Santa Rosa Co. Line to W of CR 189) | Santa Rosa Co. Line | W of CR 189 | Add 2 to build 6 lanes |
| **A-020, A-019, & A-018, D-13** | I-10/ SR 8 (W CR 189 to SR 85) | W CR 189 (Log Lake Rd) | SR 85 | Add 2 to build 6 lanes |
| **E+C-01** | I-10 (CR 4 Antioch/PJ Adams Rd to Arena Rd) | CR 4 Antioch/PJ Adams Rd | Arena Rd | New Interchange |
| **A-009** | I-10/SR 8 Crestview Bypass East | SR 85 | Airport Rd | Interchange |
| **A-020, A-019, & A-018** | I-10 (W of CR 189 to E of SR 85) | W of CR 189 (Log Lake Rd) | E of SR 85 | PD&E |
| **A-20** | I-10 ( W of CR 189 to 2 mi W of Wilkerson Bluff Rd) | W of CR 189 (Log Lake Rd) | 2mi W of Wilkerson Bluff Rd | Add 2 to build 6 lanes |
| **A-019** | I-10 (2 mi W of Wilkerson Bluff Rf to E of Yellow River) | 2 mi. W. of Wilkerson Bluff | E. of Yellow River | Provide 6 lanes of capacity |
| **A-018** | I-10 (E of Yellow River to SR 85) | E. of Yellow River | SR 85 | Add 2 to build 6 lanes |
| **N/A** | SR 85 (SR 123 to Mirage Ave) | SR 123 | Mirage Ave | PD&E |
| **A-041** | SR 85 (SR 123 to McWhorter Ave) | SR 123 | McWhorter Ave | Add 2 to build 6 lanes |
| **A-039** | SR 85 (McWhorter Ave to PJ Adams Pkwy) | McWhorter Ave | PJ Adams Pkwy | Add 2 to build 6 lanes |
| **A-040** | SR 85 (PJ Adams Parkway to Mirage Ave) | PJ Adams Pkwy | Mirage Ave | Add 2 to build 6 lanes |
| **E+C-04** | US 98/SR 30 (Santa Rosa Co. Line to E of Cody Ave Interchange) | Santa Rosa Co. Line | E of Cody Ave Interchange | Widen to 6 Lanes |
| **E+C-04** | US 98/SR 30 (E of Cody Ave Interchange to Mary Esther Blvd) | E of Cody Ave Interchange | Mary Esther Blvd | Widen to 6 Lanes |
| **A-035** | US 98/SR 30 (Calhoun Ave to Airport Rd) | Calhoun Ave | Airport Rd | PD&E, Complete Streets/TSM |
| **D-21** | US 98/SR 30 at SR 293/ Danny Wuerffel Way | | | Intersection Improvement |

| Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects<br>*Projects not shown in priority order.*<br>*At time of adoption of the 2045 LRTP, FDOT was updating the SIS Needs and Cost Feasible Plans.*<br>*An LRTP Amendment may be necessary when the SIS Plans are updated.* | | | | |
|---|---|---|---|---|
| **ID** | **Project Name** | **From** | **To** | **Improvement** |
| **A-045, D-22** | US 98/SR 30 (CR 30A to W of Phillips Inlet Bridge) | CR 30A | W of Phillips Inlet Bridge | Widen to 6 lanes & intersection Improvement (Intersection at US 98 and CR 30A) |

**Table 40. Adopted 2045 Cost Feasible Plan Projects: Local-Funded**

| Adopted Cost Feasible Plan: Local Projects<br>*Projects not shown in priority order* | | | | |
|---|---|---|---|---|
| **ID** | **Project Name** | **From** | **To** | **Improvement** |
| **B-26** | Okaloosa Island Bridge-Bridge Multi-Use Path [Eglin EA Complete]<br>**Locally Funded** | | | New 12-foot wide path |

## 7.5 Non-Capacity (Operations and Maintenance)

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. **Table 10** in the Revenue Forecast (**Appendix F**) includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan. The FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:

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

**Resurfacing program**: Ensure that 80% of state highway system pavement meets standards;

**Bridge program**: Ensure that 90% of FDOT-maintained bridges meet standards while keeping all FDOT-maintained bridges open to the public safe;

**Operations and Maintenance program**: Achieve 100% of acceptable maintenance condition standard on the state highway system;

**Product Support**: Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and

**Administration**: Administer the state transportation program.

The FDOT reserves funds in the 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. **Table 11** in the Revenue Forecast (**Appendix F**) identifies the statewide estimates for non-capacity programs. About $136 billion (48% of total revenues) is forecast for the non-capacity programs (state-wide).

## 7.6 Projects with Federal Funding

For projects in the current FY 21-25 Transportation Improvement Program, consideration was given to whether a project had a federal funding component, as identified from the interactive Transportation Improvement Program (TIP)[12] and/or FDOT Work Program[13] planning screens. The following projects have Federal funding as identified in **Table 41.** Federal funding is also identified in the Cost Feasible Plan in **Appendix H**. Funding beyond the TIP years is shown in **Appendix H**.

**Table 41. Projects with Federal Funding in Current TIP**

| FPID | Project Name | Phases with Federal $ | Federal Funding Codes |
|---|---|---|---|
| **2202603** | US 98 Around the Mound (Fort Walton Beach) [SIS Priority 4] (A-050) | PD&E | No funding code in Draft FY23-27 TIP |
| **4498671** | SR 85 (Destin - Fort Walton Beach Airport / Eglin Air Force Base) (E+C) | CST | ARPA |
| **4498661** | US 90 (Crestview) (E+C) | CST | ARPA |
| **2206357** | SR 20 (Freeport) [Non-SIS Priority 7] (A-031) | PE | ACFP |
| **4079185** | I-10 Crestview Bypass West Antioch Interchange | All | ACNP, NHPP, ACFP, SA SIBF, ACNP |
| **2201714** | SR 85 [SIS Priority 1] (SIS LRTP Project 3326) SR 123 to McWhorter Ave | PE | ACNP |
| **2201715** | SR 85 [SIS Priority 1] (SIS LRTP Project 3326) McWhorter Ave to PJ Adams Pkwy | PE | ACNP |
| **2201963** | SR 85 [SIS Priority 1] (SIS LRTP Project 3326) PJ Adams Pkwy to I-10 | PE | ACNP |
| **4371791** | US 98 [SIS Priority 6, 8] (SIS LRTP 3494) | PD&E | DI |
| **4397741** | US 98 – US 331 Intersection | CST/CEI | ACNP |
| **4436731** | US 331 Intersections (DeFuniak Springs) [Fully Funded] | R/W & CST/CEI | ACNP |
| **4154742** | US 98 Brooks Bridge [Fully Funded] | PD&E & PE | SA & ACBR/NHBR |

*R/W: Right-of-way; DSB: Design Build; CST: Construction; PE: Preliminary Engineering; PD&E: Project, Development, and Environment.*

[12] wfrpc.dtstiptool.com

[13] https://fdotewp1.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx

## 7.7 Fiscal Constraint

Development of the Financial Resources is discussed in **Section 5** of this LRTP. Consistent with federal planning regulations [23 CFR 450.324(f)(11)] and Financial Guidelines for MPO 2045 Long-Range Plans to be adopted by the Metropolitan Planning Organization Advisory Council (MPOAC) in early 2017, the 2045 Revenue Forecast is expressed in Year of Expenditure (YOE) dollars. MPOs will need to use inflation factors to adjust project costs from "Present Day Cost" dollars (typically 2015, 2016 or 2017 dollars for recent cost estimates) to future YOE dollars. MPOs also may have to adjust estimates of local revenues not included in the Department's forecast to YOE dollars, depending on how those revenue estimates were developed.

**Table 42** and **Table 43** are from the *FDOT Revenue Forecasting Guidebook* and assist the TPO in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in 2015 dollars and the project is planned to be implemented in the 2026-2030 time period, the TPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers are based on FDOT's inflation factors associated with developing recent Work Programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are applied because required dates for the updates of long-range metropolitan area transportation plans by Florida's 27 MPOs may extend over those years.

Revenue forecasts are typically prepared in "current" or YOE dollars, which reflect the value of money at the time it will be collected (e.g., 2018) and reflect future growth in revenue. TPO plans include revenue forecasts for local sources of transportation revenues (e.g., local option gas taxes) that are not included in the FDOT's 2045 Revenue Forecast. As a result, if any estimates of local revenues are not expressed in YOE dollars, TPOs will need to convert estimates of those revenues to YOE dollars to ensure a common basis for all revenues included in the MPO plans. The annual inflation rates can be used to convert local revenue forecasts prepared in "today's" dollars to YOE dollars. For example, if the forecast of local revenues is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

### Table 42. FDOT Revenue Forecasting Guidebook Table 8a

**Table 8a Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars by Time Bands**

| Time Period for Planned Project or Project Phase Implementation | Multipliers to Convert Project Cost Estimates to Year of Expenditure Dollars | | | |
|---|---|---|---|---|
| | Project Cost in 2015 PDC $* | Project Cost in 2016 PDC $* | Project Cost in 2017 PDC $* | Project Cost in 2018 PDC $* |
| 2024-2025 (2 Year Period) | 1.29 | 1.25 | 1.22 | 1.19 |
| 2026-2030 | 1.43 | 1.39 | 1.35 | 1.32 |
| 2031-2035 | 1.69 | 1.64 | 1.59 | 1.55 |
| 2036-2045 | 2.22 | 2.16 | 2.10 | 2.05 |

### Table 43. FDOT Revenue Forecasting Guidebook Table 8b

**Table 8b Inflation Factors to Convert Project Cost Estimates to Year of Expenditure Dollars for Each Individual Year**

| | Multipliers are based on the following annual inflation estimates: | | | |
|---|---|---|---|---|
| | From | To | Annual Rate | |
| | 2015 Dollars | 2016 Dollars | 3.0% | |
| | 2016 Dollars | 2017 Dollars | 2.7% | |
| | 2017 Dollars | 2018 Dollars | 2.5% | |
| | 2018 Dollars | 2019 Dollars | 2.7% | |
| | 2019 Dollars | 2020 Dollars | 2.8% | |
| | 2020 Dollars | 2021 Dollars | 2.6% | |
| | 2021 Dollars | 2022 Dollars | 2.5% | |
| | 2022 Dollars | 2023 Dollars | 2.7% | |
| | 2023 Dollars | 2024 Dollars | 2.8% | |
| | 2024 Dollars | 2025 Dollar | 2.9% | |
| | 2025 Dollars | 2026 Dollars | 3.0% | |
| | 2026 Dollars | 2027 Dollars | 3.1% | |
| | 2027 Dollars | 2028 Dollars | 3.2% | |
| | 2028 Dollars | 2029 Dollars | 3.3% | |
| | 2029 Dollars | 2030 Dollars and beyond | 3.3 % each year | |
| | | | | |

* "PDC $" means "Present Day Cost"

### 7.7.1 Project Costs

The 2045 Cost Feasible Plan Projects *in Year of Expenditure dollars* for the categories Non-SIS, and SIS, are shown in **Appendix H** by the following four categories (2020-2025, 2026-2030, 2031-2035, and 2036-2045). Projects with federal funding and projects with funding needs beyond 2045 are also identified in **Appendix H**.

**2045 Cost Feasible Plan Costs (YOE) Shown by Project Category (including SIS)**

| | |
|---|---|
| SIS Projects | $ 1,092,314,532 |
| Roadway (Capacity and ITS) | S 466,109,367 |
| Public Transportation Projects | $ 120,982 |
| Bicycle / Pedestrian Projects | $ 48,948,565 |
| Mobility Programs | $ 86,371,694 |
| ***Total*** | **$ 1,693,865,140** |

## 7.8 Deficiencies

Deficiencies for the adopted 2045 Cost Feasible Plan are illustrated in **Figure 38.** Deficiencies are determined from the 2045 Northwest Florida Regional Transportation Model. The 2045 socio-economic data that was developed in coordination with the Land Use Subcommittee was utilized in the development of the forecast deficiencies. The data was used by the model to produce travel demand on the network. This demand is analyzed as volume to roadway capacity or Volume to Capacity (V/C). This analysis that was completed identified facilities that are expected to experience various levels of congestion in year 2045. For this analysis, the following V/C Ratios that were used are listed in **Table 44**. The 2045 Cost Feasible Plan improvements do not address all deficiencies anticipated by 2045. The main reason for the lack of deficiencies being addressed in the 2045 Cost Feasible Plan is because only a small percentage of the 2045 Needs Plan Projects (non-SIS) were able to be funded in the 2045 Cost Feasible Plan.

**Table 44. Volume to Capacity Congestion Levels**

| Daily v/c Ratio | Congestion Level |
|---|---|
| **1.0 - 1.1** | Borderline Congested |
| **1.1 to 1.3** | Congested |
| **Higher than 1.3** | Very Congested |

Figure 38. Cost Feasible Plan Deficiency Map

## 7.9 Comparison of 2040 and 2045 Cost Feasible Plans

The projects identified in the 2040 Long-Range Transportation Plan, but not included in the 2045 Cost Feasible Plan, are listed in **Table 45.**

**Table 45. 2045 Cost Feasible Plan Compared to 2040 Cost Feasible Plan**

| Project | From | To | Improvement | Reason Not Included in 2045 Plan |
|---|---|---|---|---|
| **Non-SIS** | | | | |
| **SR 20** | SR 93 | Walton Co. Line | Widen to 4 Lanes | PD&E Selected No Build |
| **SR 20** | Walton Co. Line | US 331 | Widen to 4 Lanes | PD&E Selected No Build (Except for King Road to Black Creek) |
| **Antioch Road** | Bel Aire Drive | S. of Garret Pitt Road | Widen to 4 Lanes | Under Construction |
| **PJ Adams Parkway** | Key Lime Place | SR 85 | Widen to 4 Lanes | Under Construction |
| **PJ Adams Parkway** | Ashley Drive | Key Lime Place | Widen to 4 Lanes | Under Construction |
| **PJ Adams Parkway** | Wild Horse Drive | Ashley Drive | Widen to 4 Lanes | Under Construction |
| **PJ Adams Parkway** | Wild Horse Drive | I-10 | Widen to 4 Lanes | Under Construction |
| **Beal Parkway** | US 98 | Mary Esther Boulevard | Multi-Modal Study | Study Completed June 2018 |

| Project | From | To | Improvement | Reason Not Included in 2045 Plan |
|---|---|---|---|---|
| **Non-SIS** | | | | |
| **CR 30A Mobility Program** | Walton County | | TBD | Study Completed (Projects from Mobility are included in the 2045 LRTP) |
| **Destin Cross-Town Connector** | Beach Drive | Benning Drive | Construction of New Facility | Limits have been Changed, Partially Constructed |
| **SIS** | | | | |
| **US 98** | Airport Road | Walton Co. Line | Widen to 6 Lanes | Limits of project have changed, and project is under construction |
| **US 98** | Emerald Bay Drive | Tang-O-Mar Drive | Widen to 6 Lanes | Under Construction |
| **US 98** | At Stahlman Avenue | | Intersection Improvements | Project will be defined in ongoing PD&E |
| **US 98** | At CR 30A East | | Grade Separated Pedestrian Crossing | Under Construction |
| **US 331** | S. of Holly King Road | N. of Middle Creek Bridge | Widen to 4 Lanes | PD&E Selection No Build |
| **US 331** | US 90 | S. of Holly King Road | Widen to 4 Lanes | PD&E Selected No Build |
| **US 331** | US 90 | Alabama State Line | Widen to 4 Lanes | PD&E Selected No Build |
| **US 331** | N of Middle Creek Bridge | S. of CR 2 | Widen to 4 Lanes | PD&E Selected No Build |
| **US 331** | Coy Burgess Road | US 90 | Widen to 4 Lanes | Project Completed |

# 8 Measuring Progress and Looking Forward

## 8.1 System Performance Report

**Appendix D** of this Long-Range Transportation Plan incorporates the System Performance Report to meet the federal transportation performance management rules, and consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the FDOT, and the Metropolitan Planning Organization Advisory Council. **Appendix D** addresses the roles of FDOT, the TPOs, and the public transportation providers in the TPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR). The System Performance Report includes performance measures for:

- Highway Safety (PM1)
- Bridge and Pavement (PM2)
- System Performance (PM3)

The purpose of the System Performance Report is to illustrate progress in planning and programming of projects towards the achievement of the region's transportation goals.

## 8.2 Congestion Management Process

A Congestion Management Process (CMP) was completed (September 2020) in association with the development of this Long-Range Transportation Plan. The CMP included development of mitigation strategies and performance measures. **Section 6.4.4** of this Long-Range Transportation Plan references the CMP. Table **28** shows the summary table from the CMP which links the Objectives to performance measures, and provides references to the applicable sections of the CMP. **Table 29** identifies the objectives, mitigation strategies, and the CMP performance measures listed below, and **Figure 23** presents the Congestion Management Process Performance Measures.

- Provide Options to Reduce Travel Demand
- Improve Safety
- Encourage Active Transportation Modes
- Provide Reliable and Efficient Transportation options
- System Preservation

## 8.3 What's Next?

This Long-Range Transportation Plan looks ahead for a 20-year planning horizon. In the year of preparation of this document (2022), society continued with the unprecedented global pandemic, the ramifications of which are not fully understood in terms of how it will affect and re-shape the transportation needs, available revenue, and funding going forward. Will society continue to operate at reduced travel demands because we have learned to work in a virtual environment? How will the reduction of travel and the funding loss from the gasoline tax affect future funding levels? Will this shift further prepare us to embrace emerging technology and move away from the internal combustion engine to electric vehicle options? Will public transit and shared-use vehicles become more in demand, or less in demand as people seek to minimize physical contact? Coupled with planning for sea level rise, potentially stronger hurricanes, more severe / extreme weather events, and other ramifications of climate change, these and other questions will continue to demand resiliency in transportation planning going forward due to the TPO proximity to the Gulf Coast. Following are some thoughts for consideration going forward in the next update of the Long-Range Transportation Plan:

**SIS Plan Updates:** SIS Projects were obtained from the FDOT Adopted First Five Year Plan (July 2020), Second Five Year Plan (July 2020), SIS 2029-2045 Long-Range Cost Feasible Plan (July 2018), and the SIS Unfunded Needs Plan (July 2017). As the FDOT updates the SIS Plans, an LRTP Amendment will be required to incorporate the changes.

**TPO Boundaries:** As data from the 2020 Census become available, the Census Bureau will deliver population counts used for apportionment to the President as required by law, and will send redistricting counts to the states. For example, growth demands will likely continue to increase on the western boundary of the TPO with adjoining Bay County with the build-out of the Sector Plan. The estimated schedule[14] is:

- Spring / Summer 2022: Census Bureau publishes *Federal Register* notice announcing qualifying Urban Areas.
- Fall 2022: USDOT publishes *Federal Register* notice designating Transportation Management Areas for urban areas with populations of 200,000 or more.
- Before next metropolitan transportation plan update (after October 1, 2022): MPOs must expand their Metropolitan Planning Area to include Urban Areas with populations of 50,000 or more.

14 From AASHTO Urban Areas for the 2020 Census Webinar, March 30, 2021.

- Spring 2024: New Transportation Management Areas must have Congestion Management Process plans.
- April 15, and June 15, 2024: Adjustment to Urban Area boundaries approved by Governor and FHWA.

**Emerging Mega Regions:** Megaregions are networks of metropolitan areas, connected by travel patterns, economic links, shared natural resources, and social and historical commonalities. In the U.S., 11 emerging megaregions have been identified, where much of the nation's growth will take place by 2050.[15] The Gulf Coast Mega Region extends from Texas into Florida. Interstate connections through this emerging Mega Region may need to be further considered. Intrastate connections to the Southern Florida Mega Region may also need to be considered.

**Significant Developments:** There are notable developments in various stages of planning that have been considered in the development of this Long Range Transportation Plan. Coordination will need to continue for projects such as the Shoal River Range Gigasite, and the West-Bay Sector Plan build-out.

**Aspirational Projects:** In development of the Needs Plan, there are two Illustrative or Aspirational Projects to be carried forward for further consideration in subsequent Long-Range Transportation Plan updates. These projects are listed in **Table 46.**

**Table 46. Illustrative or Aspirational Projects for Future Consideration**

| Project Name | Limits | Description |
|---|---|---|
| **Capacity Projects** | | |
| **I-10 to I-65** | I-10 to I-65 | Provide additional capacity and new connection between the TPO area and the State of Alabama through the construction of a new roadway facility |
| **Transit Projects** | | |
| **AMTRAK Service** | Connecting New Orleans, LA and Orlando, FL | Construct new rail service with stop in DeFuniak that will utilize the station at Circle Drive, and improve pedestrian infrastructure through to US 90 |

[15] *America 2050: An Infrastructure Vision for 21st Century America.* America 2050. www.america2050.org.

# Appendix A: Resolutions

Resolution O-W 21-22 (Needs Plan) ..... A-2

Resolution O-W 21-23 (Cost Feasible Plan) ..... A-3

## RESOLUTION O-W 21-22

**A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2045 LONG-RANGE TRANSPORTATION PLAN NEEDS PLAN**

**WHEREAS,** the Okaloosa-Walton Transportation Planning Organization (TPO) is the metropolitan planning organization designated by the governor of Florida as being responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process for the Okaloosa-Walton Metropolitan Planning Area; and

**WHEREAS**, the Okaloosa-Walton TPO Long-Range Transportation Plan (LRTP) 2045 update, which is developed pursuant Part 23 §450.322, Code of Federal Regulations (CFR) and Chapter 339.175 (7) Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20-year planning horizon; and

**WHEREAS,** the Okaloosa-Walton TPO approved the LRTP 2045 updated Scope of Services on May 21, 2020; and

**WHEREAS**, the draft 2045 LRTP Needs Plan was developed by the Steering Committee members and presented to the public; and

**WHEREAS,** the draft 2045 LRTP Needs Plan contains multi-modal projects;

**NOW, THEREFORE, BE IT RESOLVED BY THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:**

The Okaloosa-Walton TPO adopts the 2045 Needs Plan.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization held on this 18th day of December 2021.

STATE OF FLORIDA

**ATTEST:** _____

**OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION**

**BY:** _____
Nathan Boyles, Chair

## RESOLUTION O-W 21-23

**A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2045 LONG-RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN**

---

**WHEREAS,** the Okaloosa-Walton Transportation Planning Organization (TPO) is the metropolitan planning organization designated by the governor of Florida as being responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process for the Okaloosa-Walton Metropolitan Planning Area; and

**WHEREAS**, the Okaloosa-Walton TPO Long-Range Transportation Plan (LRTP) 2045 update, which is developed pursuant Part 23 §450.322, Code of Federal Regulations (CFR) and Chapter 339.175 (7) Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20-year planning horizon; and

**WHEREAS,** the Okaloosa-Walton TPO adopted the Goals and Objectives Technical Report via Resolution O-W 21-05, Evaluation Criteria Technical Report via Resolution O-W 21-06, Financial Resources Technical Report via Resolution O-W 21-13, Congestion Management Process Plan and System Performance Report via Resolution O-W 21-14, and 2045 Needs Plan via Resolution 21-22; and

**WHEREAS**, the draft 2045 LRTP Cost Feasible Plan was developed by the Steering Committee members and presented to the public; and

**WHEREAS,** the 2045 LRTP Cost Feasible Plan contains multi-modal projects;

**NOW, THEREFORE, BE IT RESOLVED BY THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:**

The Okaloosa-Walton TPO adopts the 2045 Cost Feasible Plan, completing the 2045 Long-Range Transportation Plan.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization held on this 9th day of December 2021.

STATE OF FLORIDA

**OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION**

**BY:** _____
Nathan Boyles, Chair

**ATTEST:** _____

# Appendix B: Checklists

Federal Requirements ..... B-2

State Requirements ..... B-12

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| A-1 | Does the plan cover a 20-year horizon from the date of adoption?<br><br>Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324 | Yes the planning horizon is FY 26-45, incorporating the current five years of the TIP. **Appendix H** Provides the 20-year funding horizon for projects in the LRTP. |
| A-2 | Does the plan address the planning factors described in 23 C.F.R. 450.306(b)?<br><br>Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>Risk and Resiliency<br>Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?<br><br>Travel and Tourism<br>Does the plan enhance travel and tourism?<br><br>Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(a) | Yes. The planning factors are address in **Appendix B** to show incorporation in the Goals and Objectives.<br><br>Section 7.7 addresses fiscal constraint.<br><br>Section 2 addresses the public involvement program and the measures of effectiveness which are included in the Public Participation Plan document and discussion of outreach to low-income, minorities, and traditionally underserved.<br><br>In addition, Section 6.2.6 provides in-depth discussion of how transportation projects were screened for traditionally underserved communities using a new equity analysis GIS tool.<br><br>Section 2.2.2 addresses Tribal coordination.<br><br>Section 2.2.3 addresses Resource Agency coordination.<br>**Appendix D** provides the System Performance Report linking to Strategic Highway Safety Plan consistency.<br><br>Sections 1.10 and 6.4.2 address the freight network and projects.<br><br>Section 6.4.3 addresses environmental mitigation and consultation. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| | | Section 6.4.4 addresses the linkage to the Congestion Management Process.<br><br>Section 6.4.5 addresses linkages to ADA plans.<br><br>Section 6.4.6 addresses multi-modal feasibility.<br><br>Section 6.4.7 addresses emerging technology such as Mobility on Demand.<br><br>Sections 2.2.5 and 6.3.9 address risk and resiliency.<br><br>Sections 2.2.4 and 6.4.8 address tourism.<br><br>**Appendix F** provides the Revenue Forecast. |
| A-3 | Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand?<br><br>Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectation Letter for guidance.<br><br>23 C.F.R. 450.324(b) | Yes. Section 6.4.4 addresses the linkage to the Congestion Management Process.<br><br>Section 6.4.5 addresses linkages to ADA plans.<br><br>Section 6.4.6 addresses multi-modal feasibility.<br><br>Sections 1.10 and 6.4.2 address the freight network and projects.<br><br>In addition, this LRTP incorporates the Bicycle / Pedestrian projects into the Needs Plan from the Bike / Ped Plan. |
| A-4 | Was the requirement met to update the plan at least every five years met?<br><br>Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(c ) | Yes. Section 1 addresses. The 2040 Plan was adopted February 16, 2017. The 2045 Plan was adopted December 9, 2021. |
| A-5 | Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? | Not applicable. The O-W TPO area is not in a nonattainment area for ozone or carbon monoxide. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| | 23 C.F.R. 450.324(d) | |
| A-6 | Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity?<br><br>Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Letter for guidance.<br><br>23 C.F.R. 450.320€ | Yes. An Area Profile was developed (Section 1.5 and Appendix C) and data incorporated from the Northwest Florida Regional Planning Model which incorporated current socioeconomic data. |
| A-7 | Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?<br><br>Please see the "Technical Topics" section of the 2018 FHWAY LRTP Expectations Letter for guidance.<br><br>Please see the "Administrative Topics" section of the FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324 (f)(1) | Yes. A regional travel demand model was developed that projected demands on the roadway infrastructure through the year 2045. |
| A-8 | Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?<br><br>23 C.F.R. 450.324(f)(2) | Yes. Section 6.4.6 addresses multi-modal feasibility. |
| A-9 | Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)? | Yes. Section 6.4.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| | Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(f)(3) | |
| A-10 | Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data?<br><br>Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(f)(4)(i) | Yes. Section 6.4.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report. |
| A-11 | Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:<br><br>(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;<br>(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;<br>(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);<br>(iv) Other safety and security planning and review processes, plans, and programs, as appropriate; | Yes. Section 6.4.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report.<br><br>Section 3 addresses the development of Goals and Objectives and the new emphasis on researching local and regional planning documents and initiatives to bring in new projects into the Needs Plan.<br><br>Sections 1.10 and 6.4.2 address the freight network and projects. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| | (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;<br>(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);<br>(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and<br>(viii) Other State transportation plans and transportation processes required as part of a performance-based program.<br><br>Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.306 (d)(4) | |
| A-12 | Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods?<br><br>Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(f)(5) | Yes. Section 7.5 address Operations and Maintenance. Section 4.3 includes discussion of operational and integrated as part of the Evaluation Criteria. |
| A-13 | Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide?<br><br>Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(f)(6) | Yes. While O-W TPO is not a TMA, Section 6.4.4 addresses the linkage to the Congestion Management Process. The TPO area is not in a nonattainment area for ozone or carbon monoxide. |
| A-14 | Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and | Yes. Section 7.5 address Operations and Maintenance. Section 4.3 includes discussion of operational and integrated as part of the Evaluation Criteria. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| | needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?<br><br>23 C.F.R. 450.324(f)(7) | |
| A-15 | Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)?<br><br>23 C.F.R. 450.324(f)(8) | Yes. Section 6.4.6 addresses multi-modal feasibility. Section 7.2.3 addresses the Multi-Modal scenario for the Cost Feasible Plan. |
| A-16 | Does the plan describe all proposed improvements in sufficient detail to develop cost estimates?<br><br>Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(f)(9) | Yes. Section 6.3.2 describes how cost estimates were developed, including linking costs to current PD&E studies and incorporating current information was available from FDOT and ALDOT. |
| A-17 | Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan?<br><br>Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(f)(10) | Yes. Section 6.4.3 discusses environmental mitigation options. |
| A-18 | Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented? | Section 7.7 addresses fiscal constraint. Appendix H provides the 20-year financial plan spreadsheets. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| | Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(f)(11) | |
| A-19 | Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?<br><br>23 C.F.R. 450.324(f)(11)(i) | Yes. Section 5 provides a discussion of Financial Resources. Support for this requirement is also found in Section 7.5 and Tables 10 and 11 of Appendix F. |
| A-20 | Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)?<br>Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(f)(11)(ii) | Yes. Section 5 provides a discussion of Financial Resources. The recently completed Emerald Coast Rider Transit Development Plan was referenced in the development of the Cost Feasible Plan. |
| A-21 | Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability?<br><br>23 C.F.R. 450.324(f)(11)(iii) | Yes. Section 5 provides a discussion of Financial Resources. Additional funding strategies are discussed in the Financial Resources Technical Report. |
| A-22 | Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?<br><br>23 C.F.R. 450.324(f)(11)(iv) | Yes. Section 5 provides a discussion of Financial Resources. |
| A-23 | Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP?<br><br>23 C.F.R. 450.324(f)(11)(vi) | Not applicable. The TPO area is not in a nonattainment area for ozone or carbon monoxide. A maintenance plan is not required for this airshed at this time based on Section 185A of the Clean Air Act Amendments and the adopted State Implementation Plan. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| A-24 | Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)?<br><br>23 C.F.R. 450.324(f)(12) | Yes, This LRTP incorporates the Bicycle / Pedestrian projects into the Needs Plan. Section 6.4.6 addresses multi-modal feasibility. |
| A-25 | Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan?<br><br>Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(h) | Yes. The Florida SHSP was included in analysis of the Goals and Objectives in the development of this Long-Range Transportation Plan. The Evaluation Criteria prioritized Safety and Security, prioritizing projects on evacuation routes, and projects on corridors with higher crash rates. Safety performance measures and targets are further discussed in the new Systems Performance Report, provided in Appendix D of this Long-Range Transportation Plan. In addition, an objective of the Congestion Management Process included the need to improve safety and an evaluation of crash data. |
| A-26 | Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan?<br><br>23 C.F.R. 450.324(g)(1) | Yes. A travel demand model was prepared as part of the planning process that included information on the population, land use, employment, congestion, travel, and economic activity. These data sets were reviewed by the appropriate local governments, regional agencies and the TPO. |
| A-27 | Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)? | Yes. Section 2.1 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide the documentation of the meetings. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| 23 C.F.R. Part 450 – Planning Assistance and Standards | | |
| | 23 C.F.R. 450.324(j) | |
| A-28 | Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web?<br><br>Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv) | Yes. ECRC Staff managed the public involvement and outreach including publishing documents to the ECRC web page. |
| A-29 | Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan?<br><br>Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.316(a)(1)(i) | Yes. ECRC Staff managed the public involvement and outreach. |
| A-30 | In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households?<br><br>Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.316(a)(1)(vii) | Section 2 addresses the public involvement program and the measures of effectiveness which are included in the Public Participation Plan document and discussion of outreach to low-income, minorities, and traditionally underserved.<br><br>In addition, Section 6.2.6 provides in-depth discussion of how transportation projects were screened for traditionally underserved communities using a new equity analysis GIS tool. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| A-31 | Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan?<br><br>Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.316(a)(1)(vi) & 23 C.F.R. 450.316(a)(2) | Yes. The referenced Technical Reports provide discussion and disposition of public comments received on the technical reports. |
| A-32 | Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts?<br><br>Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.316(a)(1)(viii) | Yes. Section 7.3 discusses public review of the Cost Feasible Plan. While the plan did not differ significantly or raise any material issues, the public was provided additional opportunities to comment. |
| A-33 | Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities?<br><br>Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance.<br><br>23 C.F.R. 450.316(b) | Yes. Section 2.1 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide the documentation of the meetings. |
| A-34 | If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan? | Yes. Section 2.1 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide the documentation of the meetings. Section 2.2.2 addresses Tribal coordination. |

| Section A – Federal Requirements | | Where and How Addressed |
|---|---|---|
| **23 C.F.R. Part 450 – Planning Assistance and Standards** | | |
| | 23 C.F.R. 450.316(c) | |
| A-35 | If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan?<br><br>23 C.F.R. 450.316(d) | Yes. Section 2.1 discusses the Steering Committee composition and role in developing the LRTP. The referenced Technical Reports provide the documentation of the meetings. Section 6.4.3 addresses environmental consultation. Military representatives were also actively involved in the Steering Committee to make recommendations on project affecting the several area military bases. |
| A-36 | In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?<br><br>23 C.F.R. 450.314(e) | ECRC ensures coordination between the Bay TPO and the Okaloosa-Walton TPO; and between the Florida-Alabama TPO and the Okaloosa-Walton TPO, which share common boundaries. |

| Section B –State Requirements | | Where and How Addressed |
|---|---|---|
| **Section 339.175(6)(b), F.S. [From FDOT MPO Handbook (October 2020, Section 4.2.2]** | | |
| B-1 | Section 339.175(6)(b), F.S., requires the LRTP provide for consideration of projects and strategies that will:<br><br>•Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;<br><br>•Increase the safety and security of the transportation system for motorized and non-motorized users;<br><br>•Increase the accessibility and mobility options available to people and for freight; | - Goal 2 includes Objectives to increase mobility of people and goods. Bicycle and Pedestrian projects are discussed in Section 1.8, 1.9, and 7.2.3. The freight network is discussed in section 1.10 and in Section 6.4.2.<br>- The Mission Statement for this LRTP aims to guide safe and socially responsible transportation decision-making for the modernization of the O-W TPO transportation system while balancing the needs of residents and transient populations for the economic development of the region(Section 3.3). Goal 1 focuses on a system that is safe and secure (Section 3.3). Safety and Security is addressed in the Evaluation |

| Section B –State Requirements | | Where and How Addressed |
|---|---|---|
| **Section 339.175(6)(b), F.S. [From FDOT MPO Handbook (October 2020, Section 4.2.2]** | | |
| | •Protect and enhance the environment, promote energy conservation, and improve quality of life;<br><br>•Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;<br><br>•Promote efficient system management and operation; and<br><br>•Emphasize the preservation of the existing transportation system. | Criteria (Section 4.3). The ability to recover from natural disasters is addressed in Section 6.4.9. Linkage to the Strategic Highway Safety Plan is addressed in Section 6.4.1.<br>- The Vision Statement for this LRTP includes the need to protect the environment, support economic vitality, promotes efficient system management and operation, and emphasizes the modernization of the transportation system (Section 3.3). Goal 4 includes an objective to reduce impacts on the environment.<br>Section 6.2.6 discusses a notable improvement of this LRTP to provide GIS analysis of Needs Plan projects with respect to environmental considerations such as wildlife corridors, farmland, forests, and parks.<br>Section 6.4.3 discusses environmental mitigation and consultation. Energy conservation is incorporated in the discussion of additional electric vehicle charging stations in Section 6.4.7.<br>- Goal 2 includes Objectives to provide a multi-modal network for movement of people and goods.<br>- Goal 3 focuses on a system that is maintained and operated efficiently.<br>- Section 7.5 addresses non-capacity Operations and Maintenance. |
| B-2 | In addition to these considerations, Florida Statutes require MPOs to develop, in cooperation with the State and public transit operators, transportation plans and programs for each metropolitan area that provide for the development and integrated management and operation of transportation systems and facilities; these include pedestrian walkways and bicycle transportation facilities, which will function as an intermodal transportation system for the metropolitan area, based upon the prevailing principles provided in s.334.046, F.S. and s.339.175(1), F.S. | The Mid-Bay Bridge Authority was an active member of the Steering Committee (Section 6.2.7). For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3). |
| B-3 | The process for developing such plans and programs shall provide for consideration of all | The composition of the Steering Committee (Section 6.2.7) was designed to fulfill the 3C |

| Section B –State Requirements | | Where and How Addressed |
|---|---|---|
| **Section 339.175(6)(b), F.S. [From FDOT MPO Handbook (October 2020, Section 4.2.2]** | | |
| | modes of transportation; the process shall be continuing, cooperative, and comprehensive, to the degree appropriate, based on the complexity of the transportation problems to be addressed. [s.339.175(1), F.S.] | process to address the local complexity of the region including our military partners. |
| B-4 | To ensure the process is integrated with the statewide planning process, MPOs shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. These include the facilities on the Strategic Intermodal System (SIS) designated under s.339.63, F.S. and facilities for which projects have been identified pursuant to s.339.2819(4), F.S. (Transportation Regional Incentive Program). [s.339.175(1), F.S.] | SIS facilities are addressed in Section 7.2.6. The Cost Feasible Plan includes TRIP-funded projects. |
| B-5 | The LRTP must address at least a 20-year planning horizon, include both long-range and short-range strategies, and comply with all other State and Federal requirements. The LRTP must also consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility. [s.339.175(7), F.S.] | The 20-year planning horizon is displayed in the Appendix H. Preservation of existing system is addressed in Section 7.5 addresses non-capacity Operations and Maintenance. The Vision Statement for this LRTP includes the need to support the region's economic vitality (Section 3.3). Goal 6 of the LRTP is to develop a transportation system that supports economic vitality (Section 3.3). Economic vitality is a component of the Evaluation Criteria (Section 4.3). Economic vitality is addressed as a component of Tourism in Section 6.4.8. The ability to recover from natural disasters is addressed in Section 6.4.9, which references the ECRC Comprehensive Economic Development Strategy. The Florida Department of Economic Opportunity, was included on direct outreach from ECRC for agency coordination on this LRTP (Section 2.2.3). The freight network is discussed in section 1.10 and in Section 6.4.2. |
| B-6 | The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units | Section 1.16 discusses how local planning documents were reviewed for goals and objectives and specific projects. In addition, representatives of the Steering Committee |

| Section B –State Requirements | | Where and How Addressed |
|---|---|---|
| **Section 339.175(6)(b), F.S. [From FDOT MPO Handbook (October 2020, Section 4.2.2]** | | |
| | of local government located within the jurisdiction of the MPO. [s.339.175(7), F.S.] | provided local government representation to ensure locally-important projects and needs were considered (Section 6.2.7). |
| B-7 | Each MPO is encouraged to consider strategies that integrate transportation and land use planning in order to provide for sustainable development and reduce GHG emissions. [s.339.175(7), F.S.] | The Vision Statement for this LRTP includes the need to protect the environment. Section 6.2.6 discusses a notable improvement of this LRTP to provide GIS analysis of Needs Plan projects with respect to environmental considerations such as wildlife corridors, farmland, forests, and parks. Section 6.4.3 discusses environmental mitigation and consultation. Energy conservation is incorporated in the discussion of additional electric vehicle charging stations in Section 6.4.7. New emphasis was included in this LRTP to discuss electric vehicles and the need for additional electric vehicle charging stations (Section 6.4.7). |
| B-8 | The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. [s.339.175(7), F.S.] | Section 1.16 discusses how local planning documents were reviewed for goals and objectives. In addition, representatives of the Steering Committee provided local government representation to ensure locally-important projects and needs were considered (Section 6.2.7). |
| B-9 | The LRTP must, at a minimum:<br>- Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [s.339.175(7)(a), F.S.] | SIS facilities are addressed in Section 7.2.5. Goal 2 includes Objectives to increase accessibility and mobility of people and goods. The freight network is discussed in section 1.10 and in Section 6.4.2. For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3). |
| B-10 | - Give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. [s.339.175(7)(a), F.S.] | SIS facilities are addressed in Section 7.2.5. Goal 2 includes Objectives to increase accessibility and mobility of people and goods. The freight network is discussed in section 1.10 and in Section 6.4.2. For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3). |

| Section B –State Requirements | | Where and How Addressed |
|---|---|---|
| **Section 339.175(6)(b), F.S. [From FDOT MPO Handbook (October 2020, Section 4.2.2]** | | |
| | | The FL Transportation Plan was reviewed in the development of the Goals and Objectives to ensure the policy elements were incorporated into the adopted Goals and Objectives (Section 3.3).<br><br>ECRC ensures coordination between the Bay TPO and the Okaloosa-Walton TPO, and between the Florida-Alabama TPO and the Okaloosa-Walton TPO, which share common boundaries. |
| B-11 | - Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted LRTP if reasonable additional resources beyond those identified in the financial plan were available. [s.339.175(7)(b), F.S.] | Appendix H lists the projects and funding in the Cost Feasible Plan and shows funding needs beyond the scope of the 20-year planning horizon. Section 6.3.2 discusses development of project costs. Section 8.3 discusses Illustrative / Aspirational projects beyond the scope of this current LRTP. |
| B-12 | - Assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities. [s.339.175(7)(c)(1), F.S.] | Section 7.5 addresses non-capacity Operations and Maintenance. |
| B-13 | - Assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [s.339.175(7)(c)(2), F.S.] | The Congestion Management Process is discussed in Section 6.4.4, and in Section 8.2. The incorporation of emerging technology is discussed in 6.4.7 and in Appendix E. |

| Section B –State Requirements | | Where and How Addressed |
|---|---|---|
| **Section 339.175(6)(b), F.S. [From FDOT MPO Handbook (October 2020, Section 4.2.2]** | | |
| B-14 | - Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. [s.339.175(7)(d), F.S] | For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3). Bicycle and Pedestrian projects are discussed in Section 6.3. Bicycle and Pedestrian projects include projects identified by the Transportation Alternatives (TA) application process. Section 6.4.3 discusses environmental mitigation and consultation. |
| B-15 | - Be approved by each MPO on a recorded roll-call vote or hand-counted vote of the majority of the MPO membership present. [s.339.175(13), F.S.] | The Okaloosa-Walton TPO conducted a roll-call vote of its members on December 9, 2021 to adopt this LRTP. |

# Appendix C: Area Profile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# 1 Study Area Characteristics and Trends

The purpose of this section is to describe the historical and projected future trends in the study area socioeconomic characteristics to provide the context for other components of the LRTP.

For analytical purposes of this section, and given data availability at the county-level, the study area region encompasses all of Okaloosa and Walton Counties.

## 1.1 Population

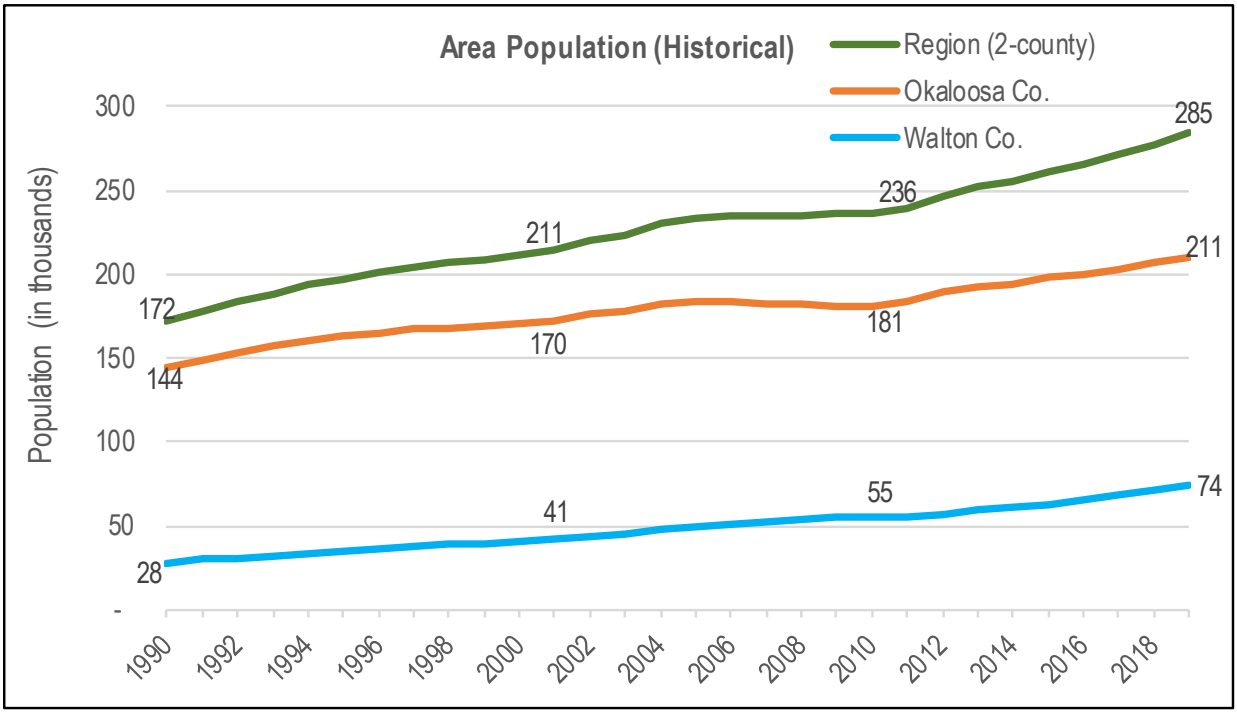
Population is a key variable that drives traffic movements including those in the two-county region. As presented in **Table 1** and **Figure 1**, based on Census Bureau data, the regional population increased by over 113,000 during the 1990 to 2019 timeframe, reaching the estimated total of 284,800 in 2019 (the latest year of available data). This equated to a compound average annual growth rate (CAAGR) of 1.8 percent, which matched the corresponding statewide CAAGR of 1.8 percent, and exceeded the U.S. national average pace of 1.0 percent per year since 1990.

**Table 1. Regional Population – Summary**

| Area | Population | | | Absolute Increase | | Annual Growth Rate | |
|---|---|---|---|---|---|---|---|
| | 1990 | 2019 | 2045 | 1990-2019 | 2019-2045 | 1990-2019 | 2019-2045 |
| **Okaloosa County** | 143,777 | 210,738 | 242,300 | 66,961 | 31,562 | 1.3% | 0.5% |
| **Walton County** | 27,759 | 74,071 | 107,700 | 46,312 | 33,629 | 3.4% | 1.5% |
| **Region (2-county)** | **171,536** | **284,809** | **350,000** | **113,273** | **65,191** | **1.8%** | **0.8%** |
| **Florida** | 12,938,071 | 21,477,737 | 27,266,900 | 8,539,666 | 5,789,163 | 1.8% | 0.9% |

*Source: Census, 2020 and BEBR, 2020*

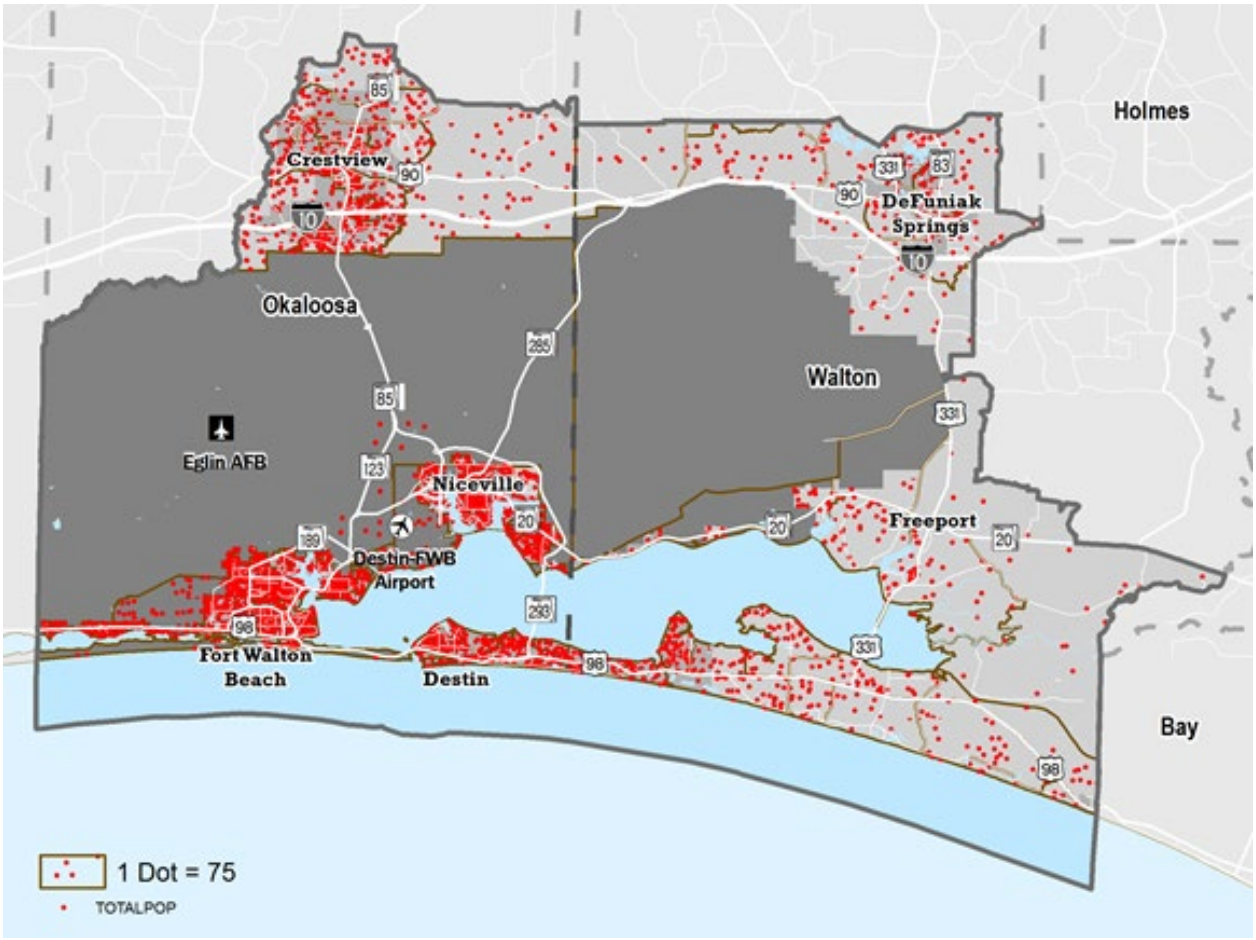
Figure 1. Regional Population – Historical Trend




*Source: Census, 2020*

**Figure 2** illustrates a mapping of population density in the TPO area in year 2018, placing the population into the area's land area context. The average density of the area was around 170 people per square mile, which is lower than the statewide average of 401, but over twice as dense as the U.S. as a whole. However, when the Census Block Groups with land on Eglin Air Force Base are excluded, the average density rises to about 300 people per square mile. As expected, the density within the area is unevenly distributed, with concentrations in Fort Walton Beach, Destin, Niceville, and Crestview areas, as well as along the major transportation corridors. It can be naturally expected to grow with further clustering over time, with increases in demand for transportation infrastructure to accommodate it.

Figure 2. Area Population Density

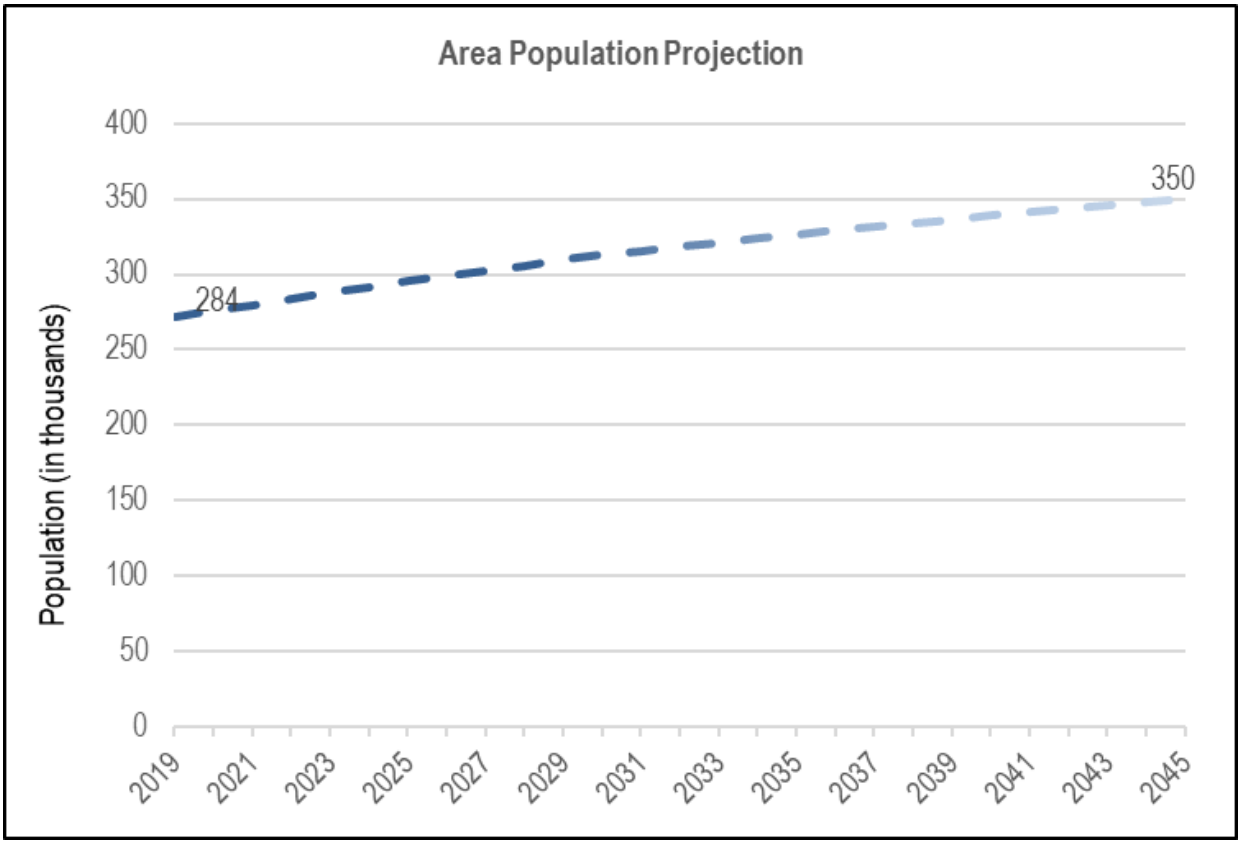



According to the Bureau of Economic and Business Research (BEBR) projections,[16] the regional population is expected to reach 350,000 in year 2045 (see **Table 1** and **Figure** ). This is a 65,200 increase (or 0.8 percent annually on average) from the 2019 level. This growth rate, however, is somewhat below the corresponding future rate for the state as a whole, i.e., 0.9 percent, and also lower than the region's historical long-term rate.

It needs to be noted that within the region substantial differentials exist in terms of both the historical and projected population growth rates between the two constituent counties, with Walton expanding much faster than Okaloosa in the last three decades (i.e., 3.4 percent vs. 1.3 percent), and going forward (1.5 percent vs. 0.5 percent) as well.

[16] University of Florida, BEBR, 2020

Figure 3. Regional Population – Projected Trend




*Source: BEBR, 2020*

## 1.2 Households

Growth in regional households has historically shown a similar pattern to population, albeit at a somewhat faster pace in the region since 1990 (see Table2). There were 108,300 households in the region as of 2018, an increase of almost 43,400. That was equivalent to an annual pace of 1.9 percent, which exceeded the corresponding state average of 1.5 percent per year. The average household size (as measured in persons per household) in the region is about 2.5, which is similar to the state average.

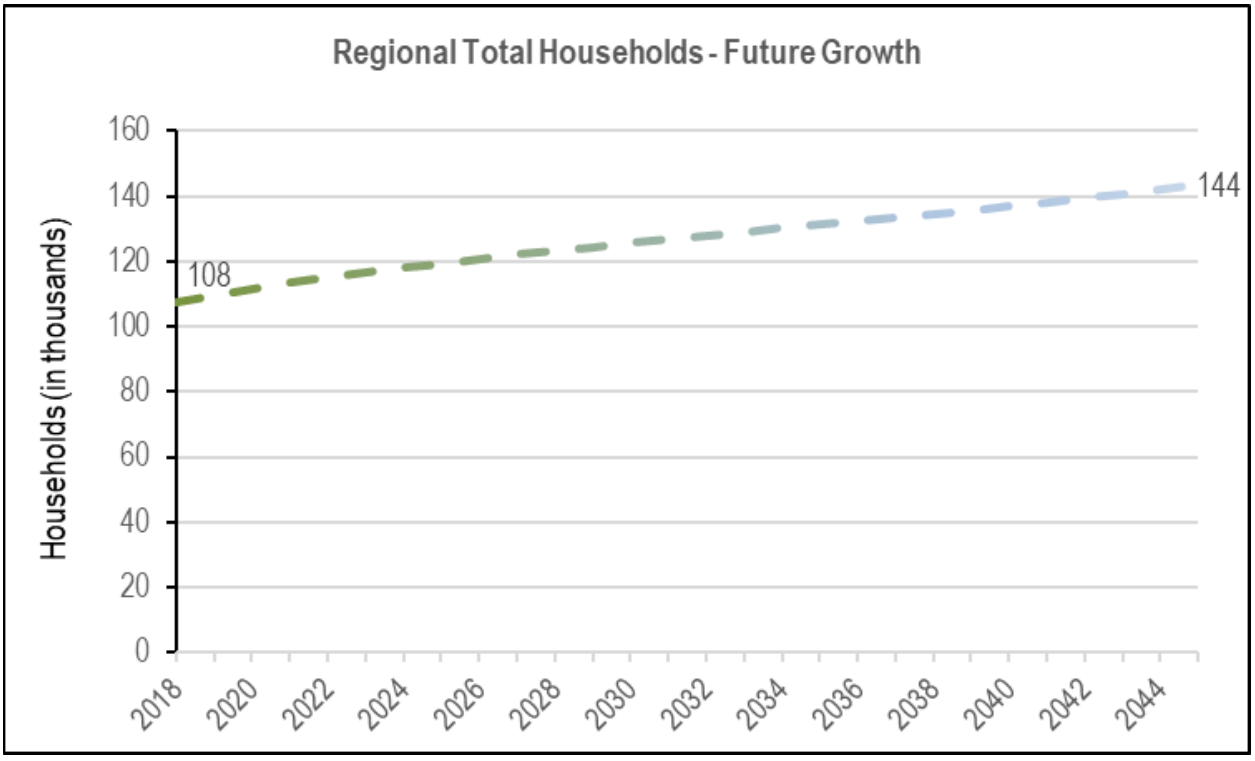
Based on Woods & Poole Economics (W&P, 2019) projections, future average growth rate of households in the region is forecasted to decelerate to 1.0 percent per year through 2045 (see **Table 2** and **Figure 4**), which will be comparatively slower than Florida as a whole (at 1.4 percent per year). Within the region, household growth in Walton County has significantly exceeded the pace in Okaloosa County.

**Table 2. Regional Households – Summary**

| Area | Households | | | Absolute Increase | | Annual Growth Rate | |
|---|---|---|---|---|---|---|---|
| | 1990 | 2018 | 2045 | 1990-2018 | 2018-2045 | 1990-2018 | 2018-2045 |
| **Okaloosa County** | 53,571 | 79,570 | 94,624 | 25,999 | 15,054 | 1.5% | 0.6% |
| **Walton County** | 11,363 | 28,770 | 49,041 | 17,407 | 20,271 | 3.5% | 1.9% |
| **Region (2-county)** | 64,934 | 108,340 | 143,665 | 43,406 | 35,325 | 1.9% | 1.0% |
| **Florida** | 5,166,179 | 7,809,358 | 11,445,862 | 2,643,179 | 3,636,504 | 1.5% | 1.4% |

*Source: Census, 2020; Woods & Poole Economics, 2019*

**Figure 4. Regional Households – Projected Trend**




*Source: Woods & Poole, 2019*

## 1.3 Employment

Employment trends, as presented in Table 3, are typically more volatile than both population and households, and are a key driver behind commuting flows. According to the BEA, the region's total employment expanded by over 86,500 (equivalent to a 2.4 percent CAAGR) between 1990 and 2018, reaching the level of almost 178,100 in 2018. This growth rate was somewhat faster than the corresponding state average of 2.2 percent per year.

**Table 3. Regional Employment – Summary**

| Area | Employment | | | Absolute Increase | | Annual Growth Rate | |
|---|---|---|---|---|---|---|---|
| | 1990 | 2018 | 2045 | 1990-2018 | 2018-2045 | 1990-2018 | 2018-2045 |
| **Okaloosa County** | 81,319 | 134,927 | 166,389 | 53,608 | 31,462 | 1.9% | 0.8% |
| **Walton County** | 10,303 | 43,219 | 101,034 | 32,916 | 57,815 | 5.5% | 3.1% |
| **Region (2-county)** | 91,622 | 178,146 | 267,423 | 86,524 | 89,277 | 2.5% | 1.5% |
| **Florida** | 6,740,289 | 12,462,208 | 18,003,378 | 5,721,919 | 5,541,170 | 2.3% | 1.3% |

*Source: BEA, 2020; Woods & Pool Economics, 2019*

The regional employment is service sector oriented, with the largest industries being government, accommodations, retail trade, professional services, and real estate (see Table 4). It should also be acknowledged that Eglin Air Force Base has had an outsized economic impact on the region, including large direct and multiplier effects on area employment.

**Table 4. Regional Industry Employment**

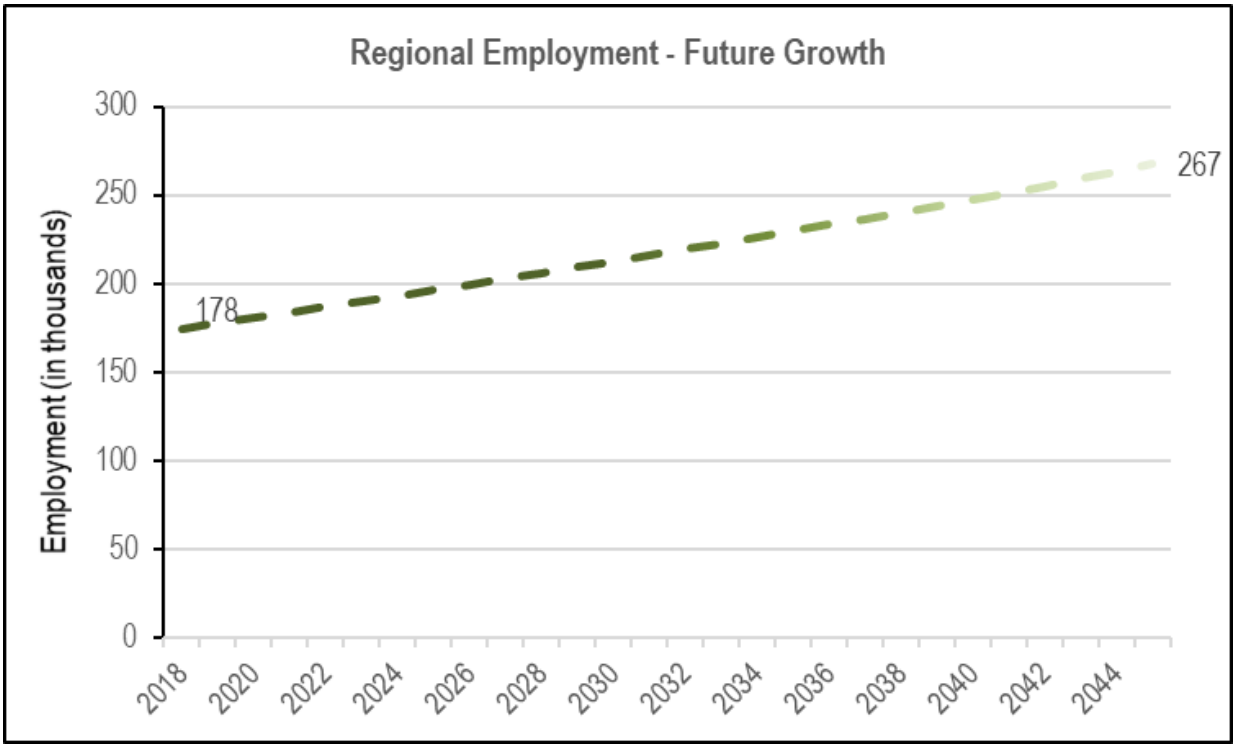
| Industry | Employment | Ranking |
|---|---|---|
| **Government and government enterprises** | 37,258 | 1 |
| **Accommodation and food services** | 21,851 | 2 |
| **Retail trade** | 20,721 | 3 |
| **Professional, scientific, and technical services** | 13,442 | 4 |
| **Real estate and rental and leasing** | 13,089 | 5 |

*Source: BEA, 2020*

Employment growth is forecast to decelerate to 1.5 percent through 2045, when total employment in the region is expected to reach 267,400 (see **Table 4**, and **Figure 5**), based on W&P projections. This rate is faster than those of population and households, but more cyclical, and also slightly faster than the state average (1.4 percent per year).

Walton County experienced a much stronger (about triple) pace of employment growth compared to the more mature Okaloosa County.

**Figure 5. Regional Employment – Projected Trend**




*Source: Woods & Poole, 2019*

### 1.3.1 Unemployment Rate

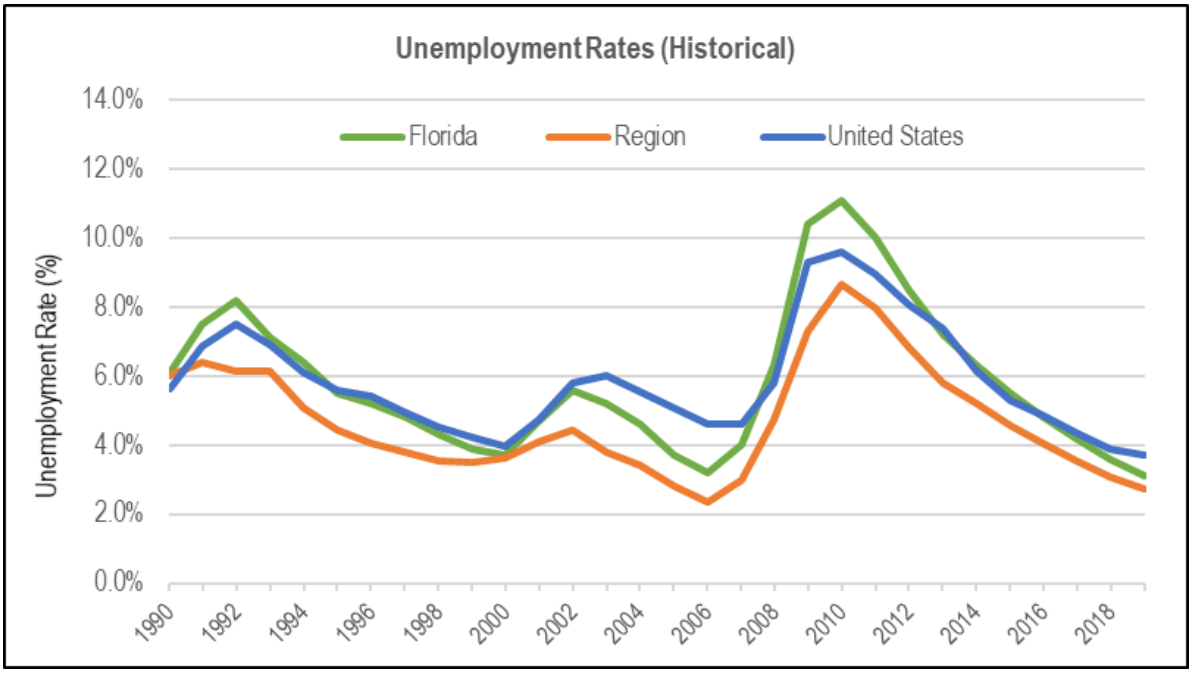
Table 5 and **Figure 6** illustrate annual unemployment rates between 1990 and 2019, based on the Bureau of Labor Statistics (BLS) data. Historical unemployment rates for the region and the state have generally trended closely with those for the nation, but with regional rate consistently below the rates for the other two larger geographies. The regional unemployment rate was in the 2 percent to 4.5 percent range during the pre-Great Recession years of early 2000s. The unemployment rates then spiked to near 9 percent peaking in 2010, and then gradually decreased to under 3 percent in 2019. The unemployment rate in the region averaged 5.2 percent in the last decade. Low unemployment rates indicate improvements and reduced slack in the area labor market that, all else being equal, leads to more trip making in the region.

**Table 5. Regional Unemployment Rate – Summary**

| Area | Unemployment Rate | | | | Absolute Change | Period Averages | |
|---|---|---|---|---|---|---|---|
| | 1990 | 2000 | 2010 | 2019 | 1990-2019 | 1990-2019 | 2010-2019 |
| **Okaloosa County** | 5.9% | 3.7% | 8.4% | 2.7% | -3.2% | 4.7% | 5.2% |
| **Walton County** | 6.4% | 3.5% | 9.4% | 2.8% | -3.6% | 4.9% | 5.5% |
| **Region (2-county)** | 6.0% | 3.6% | 8.6% | 2.7% | -3.3% | 4.7% | 5.2% |
| **Florida** | 6.1% | 3.7% | 11.1% | 3.1% | -3.0% | 5.8% | 6.4% |

*Source: Bureau of Labor Statistics, 2020*

**Figure 6. Regional Unemployment Rate – Historical Trend**




*Source: BLS, 2020*

## 1.4 Income

Historical real (inflation-adjusted) personal per-capita income is presented in Table 6. The regional per capita annual income is estimated to have stood at about $47,000 (in 2012 constant dollars) in 2018, which is almost $19,000 above the 1990 inflation-adjusted level of $28,000. This is a result of real growth of 2.0 percent per year since 1990, a pace stronger than that experienced in Florida statewide (1.4 percent). As a result, the region's 2018 income level was above the state average of almost $46,000 per year.

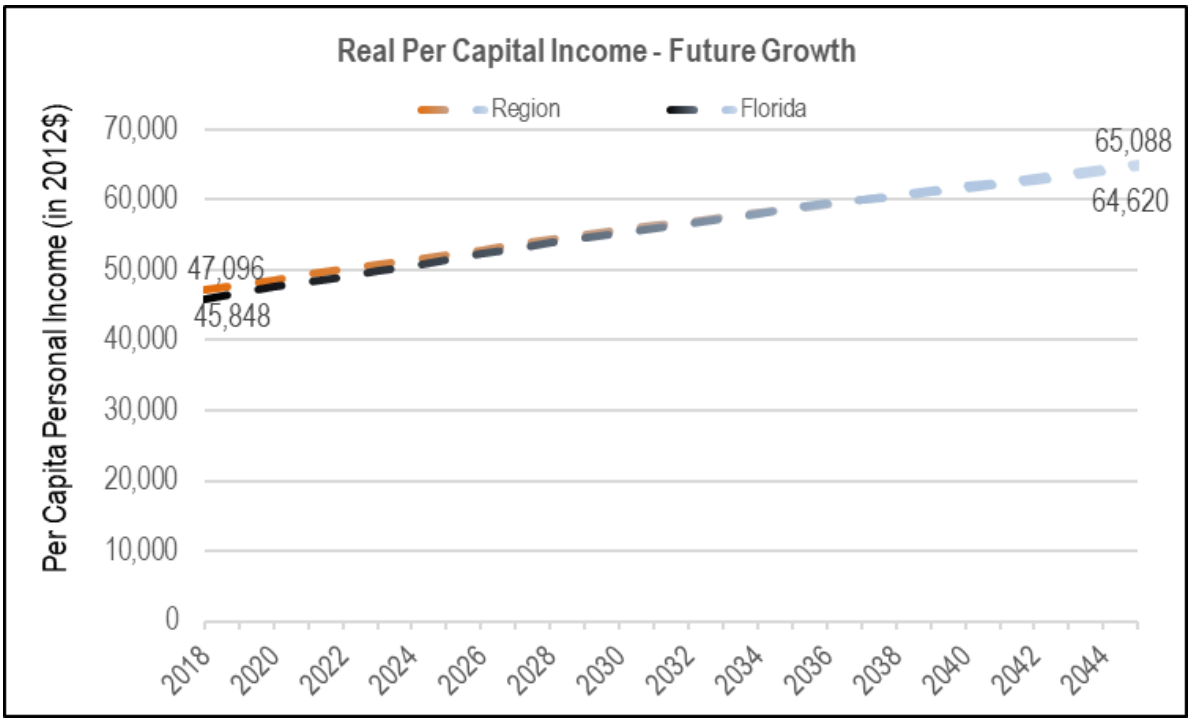
Looking ahead, the per capita income is projected to rise by 1.1 percent on average through 2045, and reach $64,600, but due to a relatively slower growth rate that is projected to be somewhat below the Florida-wide average level in 2045 (see **Figure 7**), based on W&P forecasts. The per capita income in Walton County is currently higher and will likely continue to exceed the corresponding levels in Okaloosa County and the state as a whole.

**Table 6. Regional Real Per Capita Income – Summary**

| Area | Real Personal Per Capital Income (in 2012 $) | | | Absolute Increase | | Annual Growth Rate | |
|---|---|---|---|---|---|---|---|
| | 1990 | 2018 | 2045 | 1990-2018 | 2018-2045 | 1990-2018 | 2018-2045 |
| **Okaloosa County** | $29,450 | $45,009 | $57,979 | $15,559 | $12,970 | 1.6% | 0.9% |
| **Walton County** | $20,032 | $53,218 | $77,895 | $33,186 | $24,677 | 3.7% | 1.4% |
| **Region (2-county)** | **$27,928** | **$47,096** | **$64,620** | **$19,168** | **$17,523** | **2.0%** | **1.1%** |
| **Florida** | $31,193 | $45,848 | $65,088 | $14,655 | $19,240 | 1.4% | 1.3% |

*Source: Woods & Poole Economics, 2019*

**Figure 7. Regional Real Per Capita Income – Projected Trend**




*Source: Woods & Poole, 2019*

## 1.5 Real Gross Regional Product

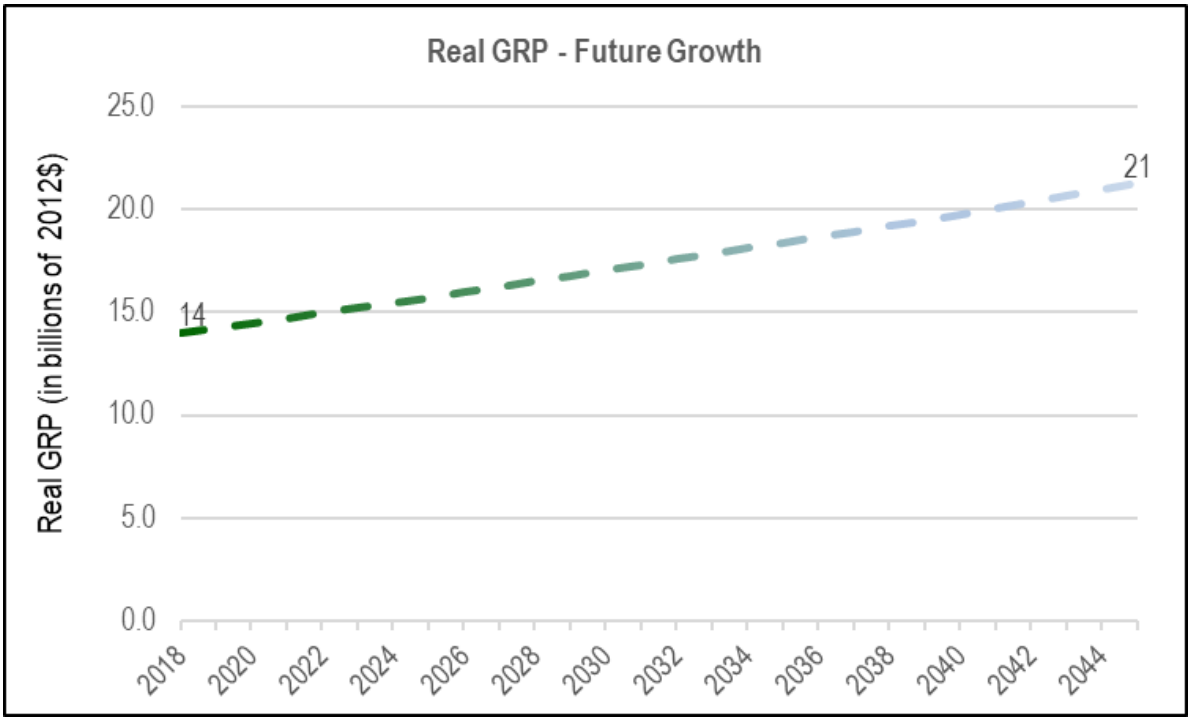
Real Gross Regional Product (GRP), a measure equivalent to the national Gross Domestic Product (GDP), but at a sub-state level such as for a county or a combination of counties, has grown in the region at an average annual pace of 3.0 percent since 1990, and is estimated to have recently reached $13 billion in the value of its total goods and services produced in 2018 (BEA, 2020), as shown in Table 7. Real GRP is projected to decelerate to 1.8 percent annually over the next quarter century reaching a total of $21.3 billion annually in year 2045 (see Table 7 and **Figure 8**), compared to a projected $1.8 trillion and 2.4 percent annual growth rate at the statewide scale (W&P, 2019). It is also noteworthy that the GRP of Walton County has historically grown, and is projected to continue to grow, at an average rate of more than twice that of Okaloosa County.

**Table 7. Regional Real Gross Regional Product – Summary**

| Area | Real Gross Regional Product (in millions of 2012 $) | | | Absolute Increase | | Annual Growth Rate | |
|---|---|---|---|---|---|---|---|
| | 1990 | 2018 | 2045 | 1990-2018 | 2018-2045 | 1990-2018 | 2018-2045 |
| **Okaloosa County** | $5,352 | $10,515 | $15,148 | $5,163 | $4,633 | 2.5% | 1.3% |
| **Walton County** | $458 | $2,511 | $6,120 | $2,053 | $3,609 | 6.5% | 3.2% |
| **Region (2-county)** | **$5,810** | **$13,026** | **$21,268** | **$7,216** | **$8,242** | **3.0%** | **1.8%** |
| **Florida** | $413,913 | $924,873 | $1,793,487 | $510,960 | $868,614 | 3.0% | 2.4% |

*Source: BEA, 2020; Woods & Poole Economics, 2019*

Figure 8. Regional Real GRP – Projected Trend

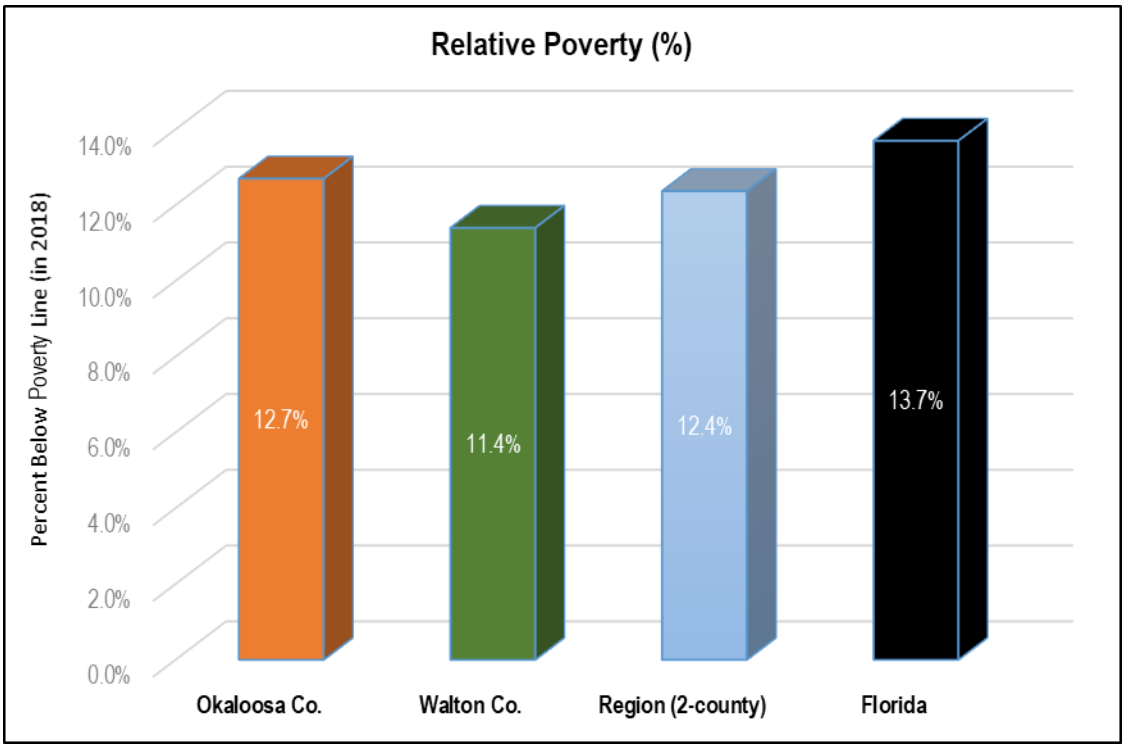



*Source: Woods & Poole, 2019*

## 1.6 Poverty Rate

Related to income, the poverty rate in the region recently stood at 12.4 percent, with those in Okaloosa County at 12.7 percent and Walton County at 11.4 percent, all of which were below the statewide average of 13.7 percent, based on the Florida Office of Economic Development and Research (EDR) data (see **Figure 9**).

Figure 9. Regional Poverty Rate



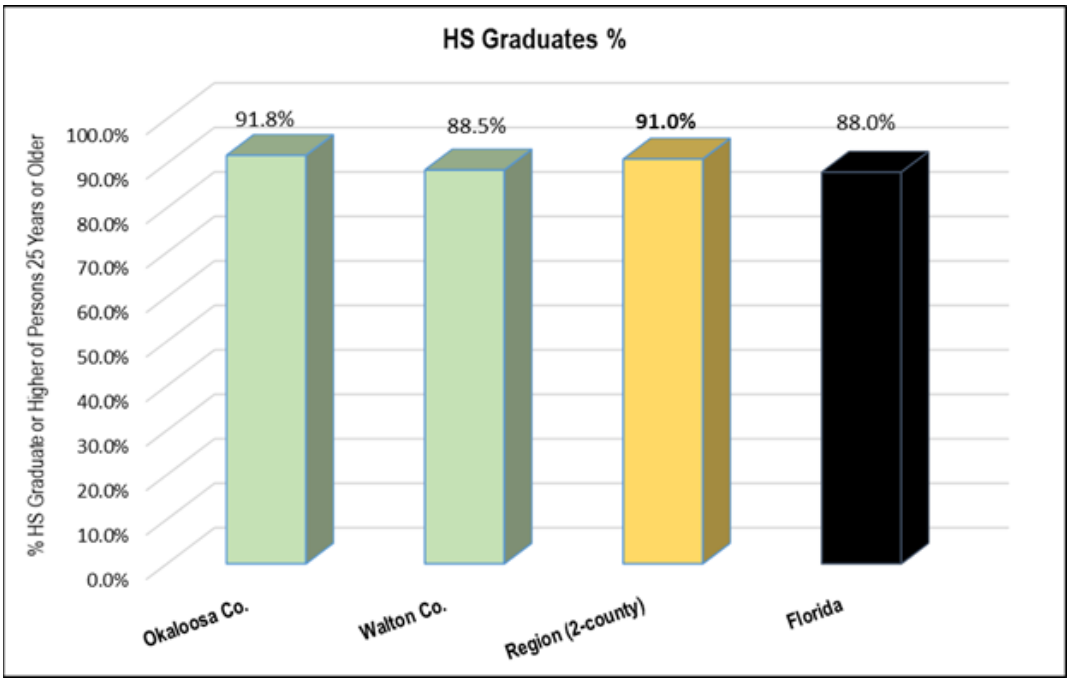

*Source: Florida, EDR, 2020*

## 1.7 Education Attainment

The educational attainment of the region's residents is somewhat mixed. The share of adults (25 years of age or older) that are high school graduates is 91 percent, which is higher than the Florida average of 88 percent, according to Florida EDR (see **Figure 10**).

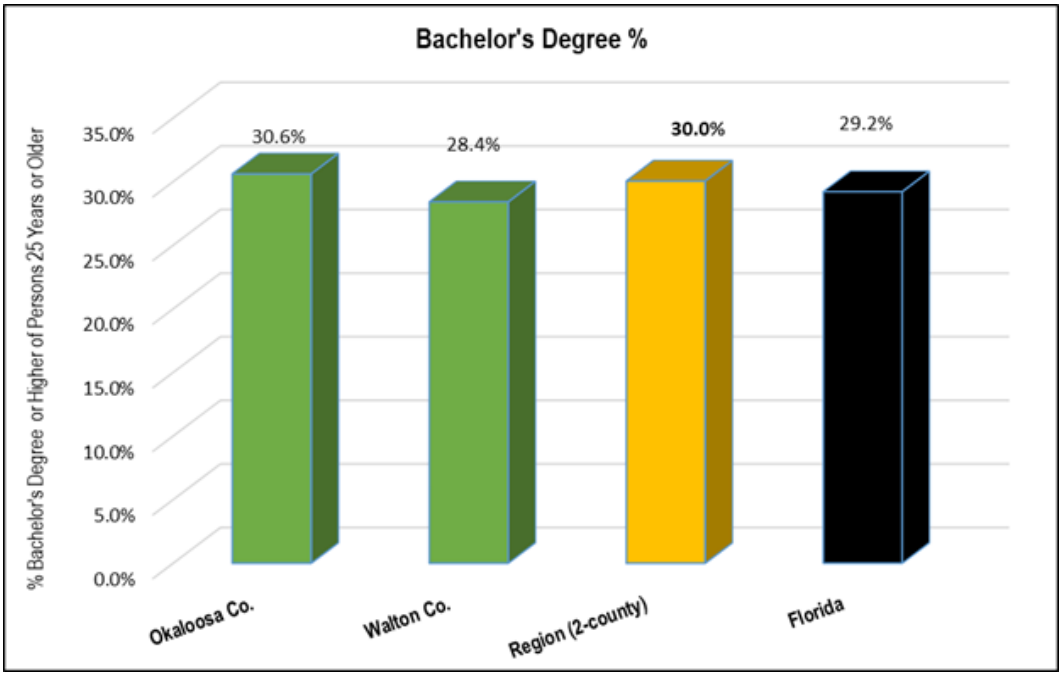
When comparing the shares of bachelor or higher degree holders, the regional average at 30 percent is also above the Florida statewide average of 29.2 percent (see **Figure 11**). However, the rate in Walton County is lower at 28.4 percent., which could be addressed with enhanced infrastructure access to both brick-and-mortar and remote learning opportunities in the larger region to aid the regional labor pool become competitive in the 21st century knowledge-based economy.

**Figure 10. Regional High School Graduates (Percentage)**




*Source: Florida EDR, 2020*

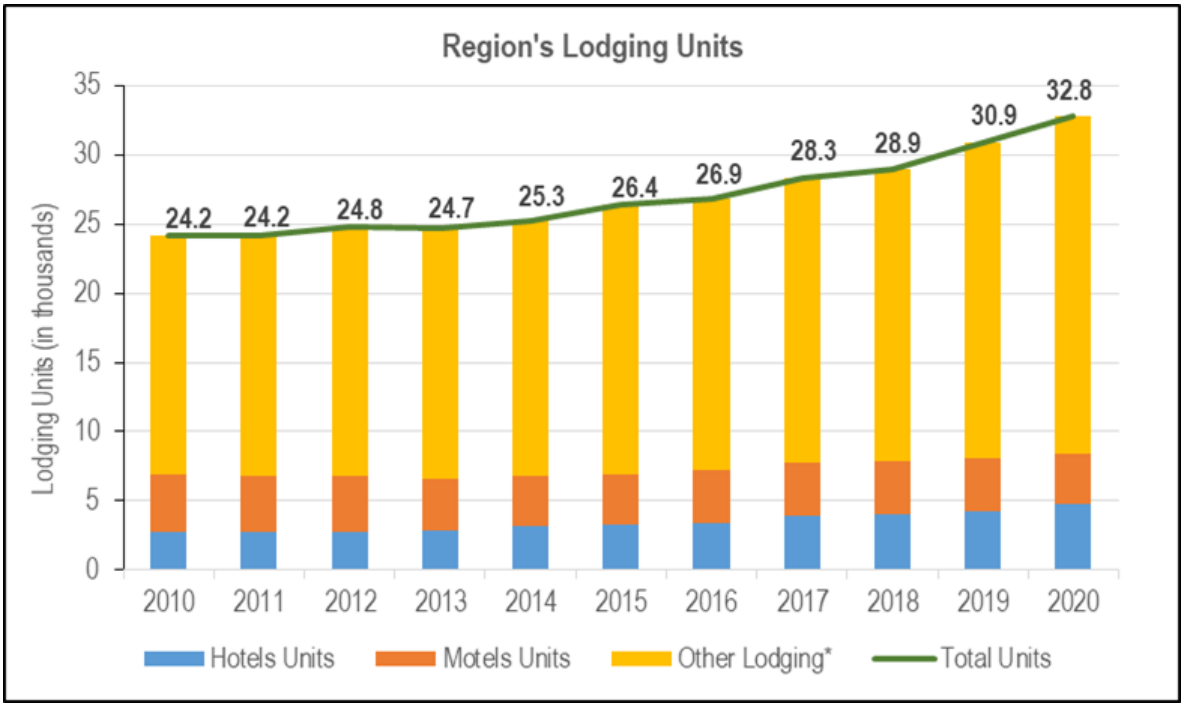
Figure 11. Regional Bachelor's Degree Holders (Percentage)



## 1.8 Source: Florida EDR, 2020Lodging Units

Tourism is central to much of the economic and transportation-related activities in the region, which is well-known for its great outdoor activity offerings and accommodations. The related number of lodging units, including hotel and motel units and other types, is a measure of the area's visitor accommodation capacity. As illustrated in **Figure 12**, this number increased substantially between 2010 and 2020, reaching a high of around 32,800 units in 2020. This translates to an average annual rate of 3.1 percent for the region, and a robust 5.1 percent annual growth in Walton County.

**Figure 12. Regional Lodging Units**




**Other lodging includes: vacation rental condos, dwellings, apartments, and bed and breakfast accommodations.*

*Source: Florida Department of Business and Professional Regulation, 2020.*

## 1.9 Airport Traffic

Passenger volumes, as measured by enplanements, at the Destin-Fort Walton Beach Airport (VPS) enplanements have risen by a robust 5.6 percent per year rate since 1990, reaching about 795,000 on its five major carriers in 2019. That volume is projected to rise by another 630,000 to about 1.4 million enplanements in 2045 (FAA, 2020), as shown in Table 8, and **Figure 13**.

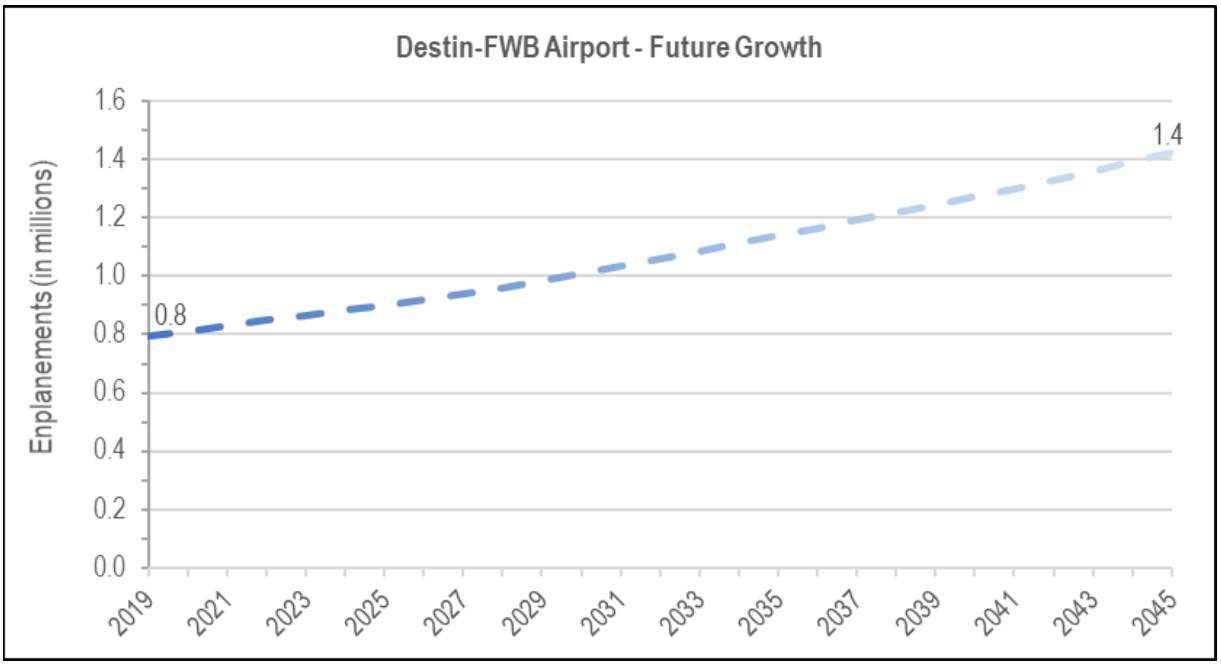
Growth in enplanements is an indicator of future transportation system activity at the airport and the connecting ground transportation modes, including the roadway facilities such as Eglin Parkway, and S.R. 123 providing access to and from US 98 and I-10, utilized by both the locals and visitors to the area.

**Table 8. Destin-Fort Walton Beach Airport Enplanements – Summary**

| Airport | Enplanements (in 000s)* | | | Absolute Increase (in 000s) | | Annual Growth Rate | |
|---|---|---|---|---|---|---|---|
| | 1990 | 2019 | 2045 | 1990-2019 | 2018-2045 | 1990-2019 | 2019-2045 |
| **VPS** | 162 | 795 | 1,424 | 633 | 629 | 5.6% | 2.3% |

**2019 is an estimate*
*Source: FAA, 2020;*

**Figure 13. Destin-Fort Walton Beach Airport Enplanements – Projected Trend**




*Source: FAA, 2020*

## 1.10Vehicle Registrations

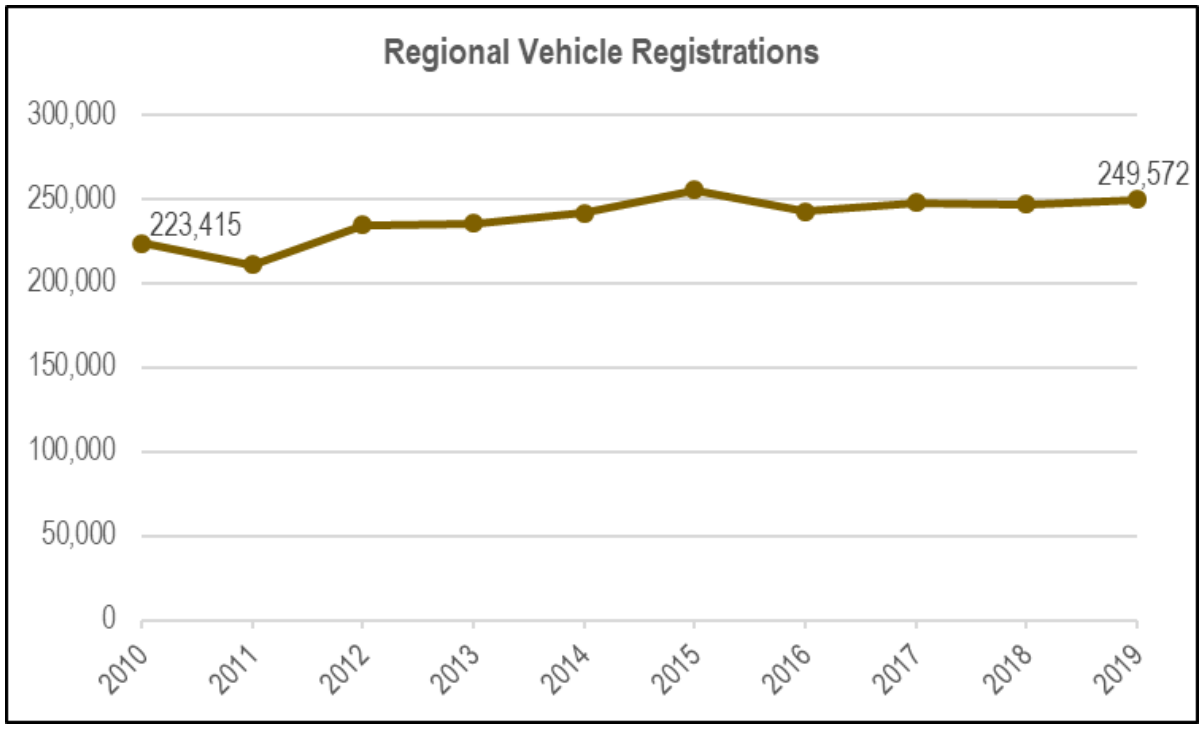
Vehicle registrations in the region grew over the last decade reaching about 250,000 in 2019, based on Florida Highway Safety and Motor Vehicles (HSMV) data (see Table 9, and **Figure 14**). This is an average annual growth rate of 1.2 percent since 2010, which was lower than the corresponding 1.8 percent annual growth rate for the state. It is notable that the registrations growth in Walton County was quite robust at 3.1 percent per year over the last decade.

**Table 9. Regional Vehicle Registrations – Summary**

| Area | Year | | Absolute Increase | Annual Growth Rate |
|---|---|---|---|---|
| | 2010 | 2019 | 1990-2018 | 1990-2018 |
| **Okaloosa County** | 178,900 | 191,178 | 12,278 | 0.7% |
| **Walton County** | 44,515 | 58,394 | 13,879 | 3.1% |
| **Region (2-county)** | **223,415** | **249,572** | **26,157** | **1.2%** |
| **Florida** | 15,708,245 | 18,439,216 | 2,730,971 | 1.8% |

*Source: FL HSMV, 2020*

**Figure 14. Regional Vehicle Registrations – Historical Trend**




*Source: Florida HSMV, 2020*

## Licensed Drivers

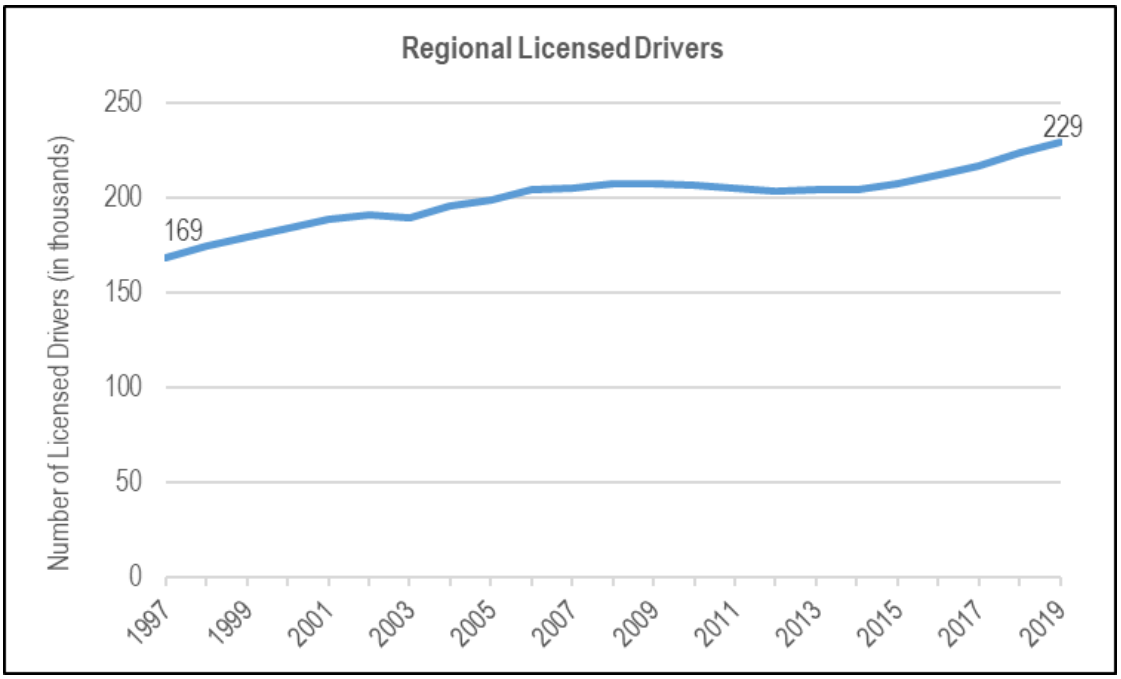
Growth in licensed drivers can be an indicator of future traffic demand. The number of licensed drivers in the region has gone up by about 61,000 over the couple recent decades, and the total currently stands at record level of about 229,400, according to the FL HSMV data (see Table 10 and **Figure 15**). This is equivalent to an annual growth rate for the region of 1.4 percent since 1997, which is somewhat below the 1.6 percent annual growth rate experienced at the statewide level.

**Table 10. Regional Licensed Drivers – Summary**

| Area | Licensed Drivers | | | Absolute Increase | Annual Growth Rate |
|---|---|---|---|---|---|
| | 1997 | 2010 | 2019 | 1997-2019 | 1997-2019 |
| **Okaloosa County** | 144,420 | 161,025 | 171,442 | 27,022 | 0.8% |
| **Walton County** | 24,117 | 45,775 | 57,986 | 33,869 | 4.1% |
| **Region (2-county)** | **168,537** | **206,800** | **229,428** | **60,891** | **1.4%** |
| **Florida** | 12,343,598 | 15,553,387 | 17,392,281 | 5,048,683 | 1.6% |

*Source: FL HSMV, 2020*

**Figure 15. Regional Vehicle Licensed Drivers – Historical Trend**



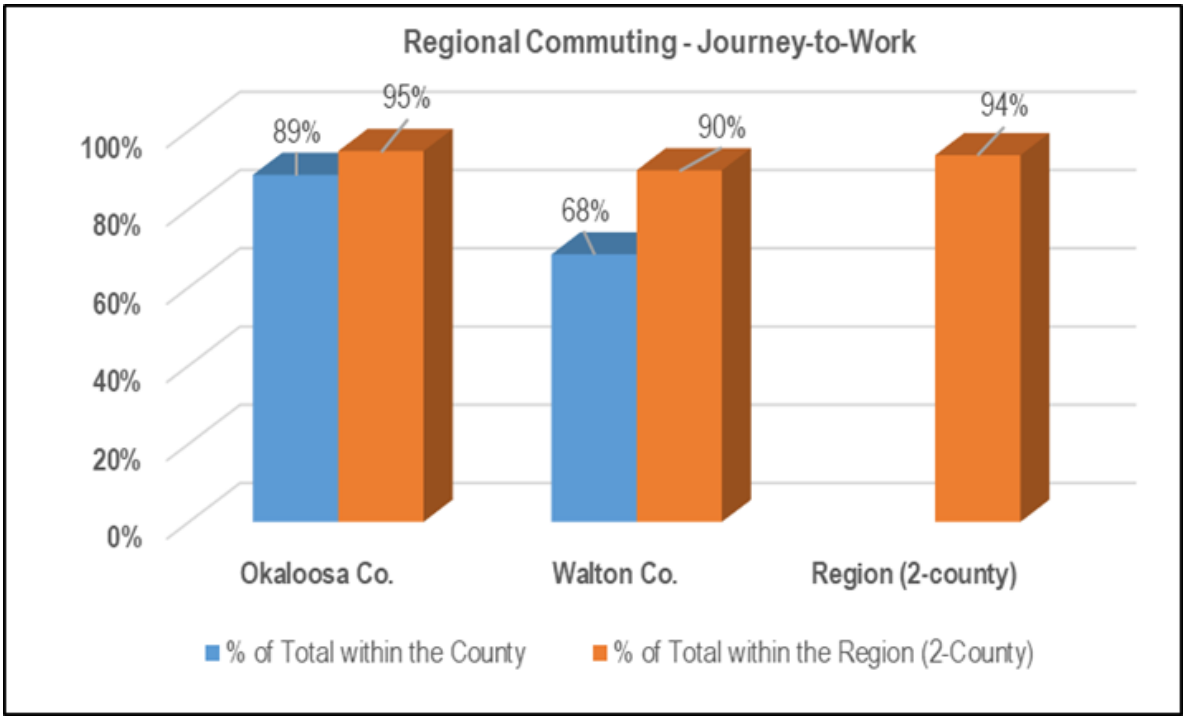

*Source: Florida HSMV, 2020*

## 1.11 Commuting Flows

Journey-to-work or commuting patterns indicate that a great majority (or 94 percent) of work trips are internal to the two-county region, based on American Community Survey (ACS)/Census data (see

**Figure** ). The remaining 6 percent of work trips are scattered around various external counties with the nearby counties of Santa Rosa, Escambia, and Bay being most connected to the region through commuting flows.

Figure 16. Regional Commuting Flow – Summary

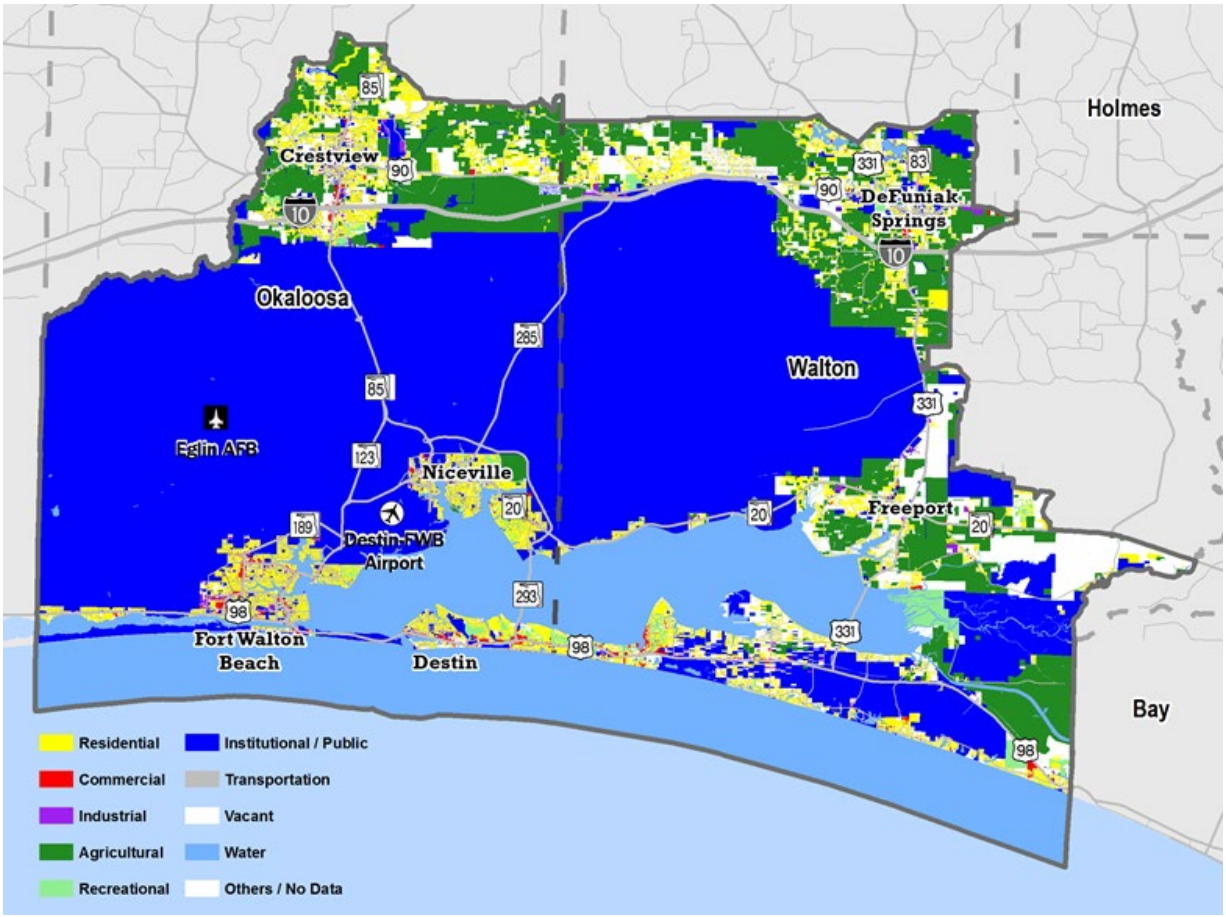



*Source: U.S. Census, 2020*

## 1.12 Area Land Use

**Figure 17** provides a snapshot of area's current land use. The area's land use is dominated by Eglin Air Force Base, but also shows a mix of land uses including agricultural, as well as major concentrations of residential and commercial activities in the urban areas of Fort Walton Beach, Destin, Crestview, and Niceville that are largely aligned with the population density map (in **Figure 2**).

Figure 17. Regional Land Use Map




*Source: Florida Geographic Data Library, 2018*

# 2 Area Profile Conclusion

The region has grown considerably over the last quarter century, as measured in terms of different socioeconomic variables. The rates of growth have, however, generally been mixed when compared to the corresponding state averages, but with some strengths such as employment growth. Another observation is more robust historical and forecasted growth occurring in Walton County compared to Okaloosa County.

Continued regional growth is largely expected through 2045, but at a decelerated pace, with the population maturing, and the workforce becoming more service industries oriented. In terms of considering the long-term transportation planning implications of these trends, the key will be to effectively accommodate the changing travel demand and nature of trips in the coming decades. The expected growth will also need to be strategically coordinated with other area agencies, to address ensuing transportation challenges and to capitalize on economic development opportunities.

# Appendix D: System Performance Report

# Okaloosa-Walton Transportation Planning Organization 2045 Long-Range Transportation Plan System Performance Report

**Prepared for:**

**Florida Department of Transportation**

**Emerald Coast Regional Council**

**Prepared by:**

**HDR**

*June 2021*

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# 1 - Purpose

This document provides language that Florida's transportation planning organizations (TPOs) may incorporate into Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures.

This document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). This document outlines the minimum roles of FDOT, the TPOs, and the public transportation providers in the TPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.

# 2 - Background

Pursuant to the Moving Ahead for Progress in the 21st Century (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOTs) and transportation planning organizations (TPOs) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The MAP-21 Act requires state DOTs and TPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving System Reliability;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and
- Reducing Delays in Project Delivery.

The FAST Act supplements the MAP-21 legislation by establishing timelines for state DOTs and TPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and TPOs have the option to support the statewide targets or adopt their own.

The Okaloosa-Walton TPO includes the southern portions of Okaloosa and Walton counties and the cities of Crestview, DeFuniak Springs, Destin, Fort Walton Beach, Freeport, Mary Esther, Niceville, and Valparaiso.

The System Performance Report for Okaloosa-Walton Transportation Planning Organization includes performance measures for: Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety Performance.

The Okaloosa-Walton Transportation Planning Organization's 2040 Long-Range Transportation Plan was adopted on February 16, 2017. The System Performance Report is part of the Okaloosa-Walton TPO 2045 Long Range Transportation Plan (LRTP).

The Okaloosa-Walton TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the

goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Okaloosa-Walton TPO 2045 LRTP.

The Okaloosa-Walton TPO FY 2021-2025 Transportation Improvement Program (TIP) considers potential projects that fall into specific investment priorities. Federally funded projects identified in the state TIP can be implemented using current and proposed revenue sources based on the FDOT's Tentative Work Program and locally designated transportation revenues. The Okaloosa-Walton TPO 2021-2025 TIP includes the following investment priorities:

Safety. For the Okaloosa-Walton TPO, this includes the Safe Routes to School, the Okaloosa County Community Traffic Safety Team, and Walton County Community Traffic Safety Team Programs; Bridge, Capacity, Bicycle/Pedestrian, Transportation Alternative, Transportation System Management, Public Transportation, Resurfacing, Aviation, Port, and other Miscellaneous categories in the TIP. The expectation of the TIP projects in each of these categories is to improve safety and to reduce fatalities once these projects are constructed.

**Bridge and Pavement.** The Bridge Projects identified in the TIP will maintain the bridges classified in Good Condition and assist in improving the bridges classified in Poor Condition. Resurfacing Projects in the TIP will assist in improving the Interstate and Non-Interstate National Highway System pavements that are classified in Poor Condition as well as improving reliability of freight movement for interstate and Non-Interstate National Highway System roadways.

**System Performance.** The Okaloosa-Walton TPO will use the performance of interstate and non-interstate system, freight movement, traffic congestion, and mobile source emissions to address system reliability and congestion mitigation.

**Transit Asset Management (TAM).** The Transit Projects identified in the TIP will assist in keeping the transit vehicles and facilities in State of Good Repair.

The TIP includes specific investment priorities that support the TPO's goals including safety, efficiency, connectivity, economic vitality, security, quality of life, and the planning process which guides the Evaluation Criteria. The Evaluation Criteria in the LRTP filters down to Project Priorities and the TIP.

As identified in CFR 450.326(d), a description of the anticipated effect of the TIP toward achieving the performance targets in the metropolitan transportation plan will be included in the next Long-Range Transportation Plan which will be adopted by February 16, 2022. The next Long-Range Transportation Plan will also include a Systems Performance Report for Performance Measures. In the interim, the TPO will work with the FDOT to comply with the requirements for TIP amendments for the Performance Measures since the May 27, 2018 date has passed.

Safety, Bridge and Pavement, and Transit Asset Management performance measures are described in the sections below.

# 3 - Highway Safety Measures (PM1)

1. Effective April 14, 2016, the FHWA established five highway safety performance measures[17] to carry out the Highway Safety Improvement Program (HSIP). These performance measures are: Number of Fatalities;
2. Number of Serious Injuries;
3. Number of Nonmotorized Fatalities and Serious Injuries;
4. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
5. Rate of Serious Injuries per 100 Million VMT.

FDOT publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year2021. For the 2020 HSIP annual report, FDOT established statewide at "0" for each performance measure to reflect Florida's vision of zero deaths.

The Okaloosa-Walton TPO adopted FDOT safety performance targets on February 18th, 2021. Statewide system conditions for each safety performance measure are included in Table 3.2. The latest safety conditions will be updated annually on a rolling five-year window and reflected in subsequent system performance reports to track performance over time in relation to baseline conditions and established targets.

**Table 3.1. Highway Safety (PM1) Conditions and Performance**

| | Florida Statewide Baseline Performance (Five-Year Rolling Average) | | | | Calendar Year 2021 Florida Performance Targets |
|---|---|---|---|---|---|
| **Performance Measures** | **2012-2016** | **2013-2017** | **2014-2018** | **2015-2019** | |
| Number of Fatalities | 2,690.0 | 2,827.0 | 2,973.4 | 3,110.6 | 0 |
| Rate of Fatalities per 100 Million VMT | 1.33 | 1.36 | 1.40 | 1.43 | 0 |
| Number of Serious Injuries | 20,877.2 | 20,943.0 | 20,737.0 | 20,166.4 | 0 |
| Rate of Serious Injuries per 100 Million VMT | 10.37 | 10.14 | 9.77 | 9.29 | 0 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 3,361.6 | 3,371.4 | 3,410.4 | 3,401.8 | 0 |

[17] 23 CFR Part 490, Subpart B

## Baseline Conditions

To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2013-2017) of crash data and VMT were utilized. Table 3.2 presents the Baseline Safety Performance Measures for Florida and the Okaloosa-Walton TPO, based on data from the Federal Highway Administration (FHWA). Notably, the statewide measures in Table 3.2 are slightly different than Table 3.1, as the 3.2 numbers are preliminary. However, they are provided to allow an "apples-to-apples" comparison with the Okaloosa-Walton TPO numbers.

| Performance Measure | Florida | Okaloosa-Walton TPO |
|---|---|---|
| **Number of Fatalities** | 2,979.0 | 46.2 |
| **Number of Serious Injuries** | 20,653.6 | 242.8 |
| **Fatality Rate per 100 million VMT** | 1.4 | 1.3 |
| **Serious Injury Rate per 100 million VMT** | 9.7 | 6.9 |
| **Total Number of non-motorized Fatalities and non-motorized serious injuries** | 3,267.0 | 36.0 |

Source: FDOT 2018 FHWA Performance Measures per MPO/TPO

## Trends Analysis

The process used to develop Okaloosa-Walton TPO's LRTP includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

Between 2015 and 2019, 3,111 people died on Florida's roadways and an additional 20,167 people were seriously injured. The FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries. Zero Deaths is the safety performance target. Data forecast indicates Florida's five-year rolling average for fatalities could continue to trend upward in 2019 and 2020, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. The data forecast indicates Florida's five-year rolling average of serious injuries will continue to trend downward in 2019 and 2020.

A recent impacting trend is the direct effect of the Covid-19 pandemic on the transportation system. Although data is not currently available on FDOT websites to substantiate a decrease, freight, vehicle, and transit use, and therefore volume, is assumed to have moderately decreased in 2020. An important local economic driver, tourism and hospitality services also experienced a decrease with tourist destinations closed for a brief period, resulting in lower demand for transportation services and use. This trend is expected to increase as tourist destinations, retail, restaurants, and businesses continue to reopen.

**Coordination with Statewide Safety Plans and Processes**

The Okaloosa-Walton TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Okaloosa-Walton TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies
- The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

**LRTP Safety Priorities**

The Okaloosa-Walton TPO 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operational improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Okaloosa-Walton TPO has developed a project selection process using evaluation criteria to rank the established five safety performance measures.

The Okaloosa-Walton TPO 2045 LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The TPO will document the progress on any safety performance targets established by the TPO for its planning area.

The Okaloosa-Walton 2045 LRTP emphasizes the TPO's commitment to safety through the goals identified in the plan. The first LRTP goal, Goal A, is "A multi-modal transportation system that is safe." The goal has the following objectives:

Objective A.1: Develop projects that improve safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

Objective A.2: Implement counter-measures to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective A.3: Provide for regional transportation systems that improve emergency response and recovery efforts.

Objective A.4: Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).

Objective A.5: Consider alternate routes and travel times on roads that function as evacuation routes before, during, and after a natural disaster to reduce service interruption probability and when establishing roadway improvement priorities.

Objective A.6: Decrease the duration of interruptions in service by having assets prepositioned to deal with events.

Objective A.7: Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multimodal transportation system.

Objective A.8: Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system. The safety goal and objectives support MAP-21, FAST Act Planning Factors, and the 2060 Florida Transportation Plan goals.

An Evaluation Criteria document was developed as a tool to measure whether potential projects are aligned with the policy goals of the Okaloosa-Walton TPO. The evaluation criteria were assigned into the different goals and objectives of the LRTP. The indicators are measured numerically. Each indicator was assigned a score of 0 to 1 with 0 being the least desirable result and 1 point describing the most desirable result. Some criteria have a third score of 0.5 point. The project with the highest total cumulative score is most aligned with the LRTP goals and objectives. The Key Performance Indicator carrying the most weight is for Goal A, Goal B, and Goal E, all with 20%.

The goal categories that the evaluation criteria are divided into and the weighted percentages of each indicator are in Table 3.2.

**Table 3.2. Weighted Goal Categories for Evaluation Criteria**

| Goal Category | Weight |
|---|---|
| Goal A: A transportation system that is safe and secure. | 20% |
| Goal B: A transportation system that is user-friendly, multimodal, integrated, connected, and maximizes mobility. | 20% |
| Goal C: A transportation system that provides for the effective movement of goods and people. | 15% |
| Goal D: A transportation system that supports a high quality of life, respectful of the social and natural environment, public health, and vulnerable users. | 15% |
| Goal E: A transportation system that is maintained and operated efficiently. | 20% |
| Goal F: A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes. | 10% |

The Okaloosa-Walton TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the current Okaloosa-Walton TPO 2045 LRTP.

# 4 - Pavement and Bridge Condition Measures (PM2)

## Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;

4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

The four pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good condition or poor condition. The PM2 rule defines NHS pavement types as asphalt, jointed concrete, or continuous concrete. Five metrics are used to assess pavement condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the ratings for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is

less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

## Pavement and Bridge Condition Baseline Performance and Established Targets

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the TPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Okaloosa-Walton TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline and 2019 performance for each PM2 measure for the state and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the state.

**Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets**

| Performance Measures | Statewide (2017 Baseline) | Statewide (2019 Actual) | Statewide 2-year Target (2019) | Statewide 4-year Target (2021)* | O-W TPO (2017 Baseline) | O-W TPO (2019 Actual) |
|---|---|---|---|---|---|---|
| Percent of Interstate pavements in good condition | 66.1% | 68.0% | n/a | ≥60% | ≥60 | 64.0% |
| Percent of Interstate pavements in poor condition | 0.0% | 0.5% | n/a | <5% | ≤5% | 0.0% |
| Percent of non-Interstate NHS pavements in good condition | 44.0% | 41.0% | ≥40% | ≥40% | ≥40% | 27.0% |
| Percent of non-Interstate NHS pavements in poor condition | 0.4% | 0.3% | <5% | <5% | ≤5% | 0.1% |
| Percent of NHS bridges (by deck area) in good condition | 67.7% | 65.6% | ≥50% | ≥50% | ≥50% | 53.29% |
| Percent of NHS bridges (by deck area) in poor condition | 1.2% | 0.5% | <10% | ≤10% | ≤10% | 4.43% |

* TPO only required to adopt 4-year targets.

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Statewide, pavement and bridge data for 2019 show slight changes compared to the 2017 baseline. For Interstate pavement, the percent in good condition increased, although the percent in poor condition also increased, although only slightly. For non-Interstate NHS pavement, the percent in good condition decreased, as did the percent in poor condition. For bridges, the percent in good condition declined slightly, as did the percent in poor condition. For all measures with two-year targets, performance in 2019 exceeded the established targets, and in early 2021, FHWA determined that FDOT made significant progress toward the pavement and bridge two-year targets.

The Okaloosa-Walton TPO agreed to support FDOT's pavement and bridge condition performance targets on September 20th, 2018. By adopting FDOT's targets, the Okaloosa-Walton TPO agrees to plan and program projects that help FDOT achieve these targets.

The Okaloosa-Walton TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Okaloosa-Walton TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida TAMP.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida TAMP explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Okaloosa-Walton TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Many of the Goals and Objectives in the 2045 LRTP are established for a transportation system that is maintained and operated efficiently, with objectives to direct resources to preserve the existing infrastructure and replace deficient infrastructure.

On or before October 1, 2020, FDOT will provide FHWA and the Okaloosa-Walton TPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the Okaloosa-Walton TPO also will have the opportunity at that time to revisit the four-year PM2 targets.

# 5 - System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

## System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

*National Highway Performance Program (NHPP)*

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

*National Highway Freight Program (NHFP)*

3. Truck Travel Time Reliability index (TTTR);

*Congestion Mitigation and Air Quality Improvement Program (CMAQ)*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR ≥ 1.50 during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times ($95^{th}$ percentile) to a normal travel time ($50^{th}$ percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and

overnight) that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values is divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable[18]; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

## PM3 Baseline Performance and Established Targets

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this Okaloosa-Walton TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017, and for 2019. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 5.1 presents baseline and 2019 performance for each PM3 measure for the state and for the TPO planning area as well as the two-year and four-year targets established by FDOT for the state. The TPO has adopted the Statewide four-year targets.

[18] Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

**Table 5.1. System Performance and Freight (PM3) - Performance and Targets**

| Performance Measures | Statewide (2017 Baseline) | Statewide (2019 Actual) | Statewide 2-year Target (2019) | Statewide 4-year Target (2021) |
|---|---|---|---|---|
| Percent of person-miles on the Interstate system that are reliable | 82.2% | 83.4% | ≥75.0% | ≥70.0% |
| Percent of person-miles on the non-Interstate NHS that are reliable | 84.0% | 87.0% | n/a | ≥50.0% |
| Truck travel time reliability index (TTTR) | 1.43 | 1.45 | ≤1.75 | ≤2.00 |

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

FDOT collects and reports travel time data to FHWA each year to track performance and progress toward the reliability targets. The percentage of person-miles that are reliable increased from 2017 to 2019 on both the Interstate and non-Interstate NHS. The truck travel time reliability index declined slightly between the 2017 baseline and 2019. For each measure, the 2019 actual performance exceeded the applicable two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward each of the two-year targets.

The Okaloosa-Walton TPO agreed to support FDOT's PM3 targets on September 20, 2018. By adopting FDOT's targets, the Okaloosa-Walton TPO agrees to plan and program projects that help FDOT achieve these targets.

The Okaloosa-Walton TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Okaloosa-Walton TPO 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The Okaloosa-Walton TPO 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion, operational improvements, the Congestion Management Process major update, and Transportation System Management.

FDOT provided FHWA and the Okaloosa-Walton TPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019.

# 6 - Transit Asset Management Measures

**Transit Asset Performance**

On July 26, 2016, FTA published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement TAM plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 below identifies performance measures outlined in the final rule for transit asset management.

**Table 6.1. FTA TAM Performance Measures**

| Asset Category | Performance Measure and Asset Class |
|---|---|
| 1. Equipment | Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark |
| 2. Rolling Stock | Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark |
| 3. Infrastructure | Percentage of track segments with performance restrictions |
| 4. Facilities | Percentage of facilities within an asset class rated below condition 3 on the TERM scale |

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography and service frequency.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers

to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.

To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 18 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). These are FDOT's Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in March 2021.

**Table 6.2. Florida Group TAM Plan Participants**

| District | Participating Transit Providers | |
|---|---|---|
| 1 | Central Florida Regional Planning Council | |
| 2 | Baker County Transit | Ride Solution |
| | Big Bend Transit[2] | Suwannee River Economic Council |
| | Levy County Transit | Suwannee Valley Transit Authority |
| | Nassau County Transit | |
| 3 | Big Bend Transit[2] | Liberty County Transit |
| | Calhoun Transit | Tri-County Community Council |
| | Gulf County ARC | Wakulla Transit |
| | JTRANS | |
| 4 | *No participating providers* | |
| 5 | Marion Transit | |
| | Sumter Transit | |
| 6 | Key West Transit | |
| 7 | *No participating providers* | |

[1] The Central Florida Regional Planning Council now handles transit service in DeSoto County, so DeSoto-Arcadia Regional Transit no longer included in the list of providers. Good Wheels, Inc. is no longer in business.

[2] Provider service area covers portions of Districts 1 and 2

The TPO has the following Tier I and Tier II providers operating in the region:

- Tier I: none
- Tier II: Emerald Coast (EC) Rider and GoWal Jumper

On September 20th, 2018, the Okaloosa-Walton TPO agreed to support EC Rider's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets. There are no targets for GoWal Jumper, as the service only began in June 2020.

EC Rider established the transit asset targets identified in Table 6.3 on November 6, 2018 through the Okaloosa Board of County Commissioners.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available.

**Table 6.3. FTA TAM Targets for EC Rider**

| Asset Category Performance Measure | Asset Class | FY 2019 Asset Condition | FY 2022 Target |
|---|---|---|---|
| **Rolling Stock** | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB | Automobiles | 100% | 17% |
| | Bus | 100% | 100% |
| | Cutaway Buses | 84.21% | 50% |
| | Mini-Bus | N/A | 10% |
| | Mini-van | 0% | 100% |
| | Sport Utility Vehicle | N/A | 0% |
| **Equipment** | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB | Non-Revenue/Service Automobile | N/A | 100% |
| **Facilities** | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | 100% | 10% |

**Table 6.4. FDOT Group Plan Transit Asset Management Targets for Tier II Providers**

| Asset Category - Performance Measure | Asset Class | FY 2020 Asset Conditions | FY 2021 Performance Target |
|---|---|---|---|
| **Revenue Vehicles** | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Automobile | 28.6% | ≤28% |
| | Bus | 17.0% | ≤16% |
| | Cutaway Bus | 14.1% | ≤14% |
| | School Bus | 100% | ≤75% |
| | Mini-Van | 26.6% | ≤26% |
| | SUV | 18.2% | ≤18% |
| | Van | 47.9% | ≤47% |
| **Equipment** | | | |
| Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non Revenue Automobile | 66.7% | ≤66% |
| | Trucks and other Rubber Tire Vehicles | 7.1% | ≤7% |
| **Facilities** | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Passenger/Parking Facilities | 0% | ≤0% |
| | Administration/ Maintenance Facilities | 0% | ≤0% |

These targets for the TPO planning area reflect the targets established by Emerald Coast Rider through their Transit Asset Management Plans, as well as the statewide targets established by FDOT for those providers participating in the Group Transit Asset Management Plan.

**TAM Performance**

The Okaloosa-Walton TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the ongoing Transit Development Plan (TDP) and the current Okaloosa-Walton TPO 2045 LRTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the 2045 LRTP is based on the November 21, 2018 - 2045 FDOT Revenue Forecast developed for the Okaloosa Walton TPO, Table 5 that includes a total of $112 million as adjusted to present day dollars for Transit supporting EC Rider and GoWal.

# 7 - Transit Safety Performance

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTSAP) rule and related performance measures as authorized by Section 20021 of the Moving Ahead for Progress in the 21st Century Act (MAP– 21). The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

**Transit Safety Performance Measures**

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021.

Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Okaloosa-Walton TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.[19]

The following transit provider(s) operate in the Okaloosa-Walton TPO planning area: Emerald Coast Rider and GoWal. The Emerald Coast Rider is updating their PTASP and Table 7.1 reflects the most recent targets. EC Rider incurred a safety event in the summer of 2020 from Hurricane Sally. GoWal is new service, having only begun service in June 2020, and thus does not have data available.

**Table 7.1 Emerald Coast Rider and GoWal Jumper Safety Performance Targets**

| Mode | Emerald Coast Rider Baseline[20] | Emerald Coast Rider Performance Targets | GoWal Jumper Baseline | GoWal Jumper Performance Targets |
|---|---|---|---|---|
| Number of Fatalities | 0 | 0 | N/A | N/A |
| Number of Serious Injuries | 0 | 0 | N/A | N/A |
| Number of Safety Events | 1 | 0 | N/A | N/A |
| System Reliability (revenue miles) | 340,831 | N/A | N/A | N/A |

In future LRTP updates, additional TAM performance data and targets will be available to allow a fuller discussion of trends and progress toward achieving targets.

The Okaloosa-Walton TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the EC Rider PTASP and Maintenance Plan, and the current Okaloosa-Walton TPO 2040 LRTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the 2045 LRTP is based on the November 21, 2018 - 2045 FDOT Revenue Forecast developed for the Okaloosa Walton TPO, Table 5 that includes a total of $112 million as adjusted to present day dollars for Transit supporting EC Rider and GoWal.

[19] FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at https://www.fdot.gov/transit/default.shtm

[20] Source: EC Rider baseline metrics and performance targets were provided directly from EC Rider.

# Appendix E: Integration of Emerging Technologies

The purpose of this appendix is to characterize how emerging technologies, such as connected and automated vehicles (CAVs), may impact transportation capacity projects proposed in the Okaloosa-Walton 2045 Needs Plan. There has been a great deal of industry buzz about how these technologies may enhance future travel, with potential benefits such as crash avoidance, improved system efficiency, and new mobility options. At the same time, agencies must carry out their existing mission of meeting the needs of today's travelers. While widespread market penetration has yet to materialize along the same trajectory that industry experts predicted a few years ago, the timeline of this plan presents an opportunity to consider more bullish assumptions about CAV adoption.

The assumptions presented in this document revolve around three discrete technologies that are being developed in parallel to each other:

- Automated vehicles, which use an on-board sensor suite to interpret their environment and control some or all driving inputs.
- Connected vehicles, which utilize communication technology to exchange data with each other and the surrounding infrastructure.
- Mobility as a Service (MaaS), which characterizes pay-for-service transportation options in non-personally owned vehicles.

A key distinction for automated vehicles is the level of autonomation at which they operate. The Society of Automotive Engineers defines six levels ranging from a Level 0 (occasional assistance such as blind spot warnings) to Level 5 (the ability to fully self-drive in any environment) [iii]. Many vehicles currently available for sale have limited automated functions ranging from radar cruise control and automated emergency breaking (Level 1) to more advanced driver assist capabilities like lane centering and speed control (Level 2). Higher levels of automation which do not require fallback to a driver (Levels 4 and 5) are still in a nascent research stage, with some limited deployments such as automated shuttle vehicles operating on a fixed route.

Most experts agree that these technologies will increase vehicle miles traveled (VMT) by making travel more convenient. MaaS and AV travel options are expected to have the following impacts on demand:

- Decreased transportation costs of MaaS options compared to private vehicle ownership.
- Lower travel time perceptions when using CAV technology (e.g., the ability to have a productive commute), resulting in a tolerance for longer trips.
- Enabling more trips by individuals who would not otherwise be able to travel (people without drivers' licenses, travelers with disabilities, and disadvantaged communities who may not be able to afford private automobiles).

The SAE level of automation will play a critical role in determining the impact on demand. Enabling trips for individuals who cannot currently drive will require Level 4 or 5 automation without fallback to a driver.

At the same time, CAV and MaaS implementation will likely improve roadway capacity utilization in the following ways:

- Increased throughput within lanes by the formation of CAV platoons with shorter headways between vehicles.
- Improved efficiency of intersection movements due to instantaneous reaction to traffic signals, the ability for vehicles to cooperatively navigate through intersections, and dynamic management of signal phase and timing based on real-time roadway conditions.
- Flexible adaptation of right of way such as part-time hard shoulder running and the ability to dynamically manage lane assignment.
- New modal options, such as low and medium capacity MaaS options, which increase occupancy per vehicle.

Numerous agencies have evaluated the volume and capacity impacts of CAVs using modeling software. The table below summarizes some of the projected benefits of AVs to roadways based on a recent study by the Iowa Department of Transportation. At one extreme (an adoption rate of 85%), highway capacity is projected to increase by 64%, while crash frequency declines by 72%[iv]. This will present an opportunity to re-examine long-term physical capacity expansion projects.

**Table 1: AV Impacts on Travel Trends under Different Scenarios**

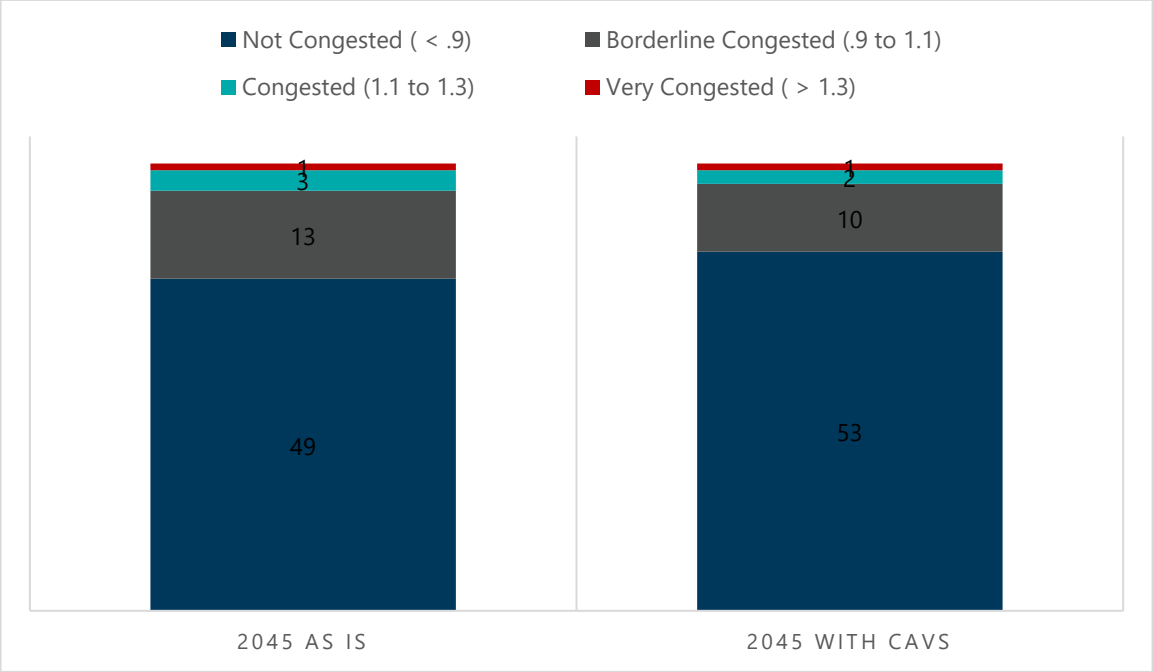
| Travel Trend | Early AV Adopters (25%) | Rise of AVs (50%) | Widespread AV Adoption (85%) |
|---|---|---|---|
| **Trips** | +6% | +14% | +19% |
| **VMT** | +9% | +16% | +34% |
| **Roadway Capacity** | +4% | +22% | +64% |
| **Crash Frequency** | -21% | -43% | -72% |

While some studies have demonstrated capacity improvements as much as double for a high CAV adoption, relatively conservative assumptions have been made for the purposes of this appendix:

- In the year 2045, 60% of the vehicle fleet will be capable of forming platoons with the headway improvements sufficient to see throughput improvements.
- VMT will increase 1% for every 10% in CAV market penetration, resulting in an increase of 6%. *Note: some mix of lower level automated vehicles are assumed to remain in the fleet.*
- Roadway capacity will increase by 15%, with most of this benefit occurring in controlled, limited access environments.

As a result of these assumptions, all capacity expansion projects in the Needs Plan were assessed for the impacts of CAVs. Each 2045 volume/capacity (V/C) ratio was adjusted using a ratio of 1.06 (assumed volume increase) / 1.15 (assumed capacity increase), ***resulting in a multiplier of .9217***. As shown in the chart on the following page, this resulted in slight downward shift of segments with a V/C ratio of .9 or higher, from 17 to 13. Individual projects are broken out in tables in the following pages.

**Table 2: Summary of CAV Impacts on V/C Ratios**




| Very Congested V/C at LOS E over 1.3 | | | | | | |
|---|---|---|---|---|---|---|
| **Corridor** | **From** | **To** | **Project Description** | **Length (miles)** | **2045 V/C** | **AV V/C** |
| SR 293 (Mid-Bay Bridge) | South end of the bridge | North end of the bridge | Provide 4 lanes of capacity, add parallel bridge span over Choctawhatchee Bay | 3.95 | 1.54 | 1.42 |

| Congested V/C at LOS E between 1.1 and 1.3 | | | | | | |
|---|---|---|---|---|---|---|
| **Corridor** | **From** | **To** | **Project Description** | **Length (miles)** | **2045 V/C** | **AV V/C** |
| US 98 (SIS) from new Brooks Bridge to Gulf Islands National Seashore [Okaloosa County new request] * | CR 30A | US 331 (SR 83) | Provide 6 Lanes of Capacity | 0.60 | 1.21 | 1.12 |
| Hollywood Boulevard | Hill Avenue | Doolittle Blvd | Provide 4 lanes of capacity | 0.22 | 1.20 | 1.10 |

| Congested V/C at LOS E between 1.1 and 1.3 | | | | | | |
|---|---|---|---|---|---|---|
| **Corridor** | **From** | **To** | **Project Description** | **Length (miles)** | **2045 V/C** | **AV V/C** |
| US 98 Adaptive Signal Control System from Stahlman Ave to Tequesta Dr [Evaluation Criteria Scenario] | US 90 (SR 10) | SR 85 | Install Adaptive Signal Control Systems | 6.64 | 1.11 | 1.02 |

| Borderline Congested V/C at LOS E between 0.9 and 1.1 | | | | | | |
|---|---|---|---|---|---|---|
| **Corridor** | **From** | **To** | **Project Description** | **Length (miles)** | **2045 V/C** | **AV V/C** |
| SR 189 (Beal Parkway) | Mary Esther Parkway | Racetrack Road | Provide 6 lanes of capacity | 1.47 | 1.06 | 0.97 |
| I-10 (441038-3) | 2 mi. W. of Wilkerson Bluff | E. of Yellow River | Provide 6 lanes of capacity | 3.84 | 1.06 | 0.97 |
| SR 20 (King Rd to Black Creek) [PD&E Complete. Priority for Design] | King Rd | Black Creek Blvd | Provide 4 lanes of Capacity | 7.77 | 1.04 | 0.96 |
| I-10 (413062-5) | SR 281 (Avalon Blvd) | CR 189 Log Lake Road | Provide 6 lanes of capacity | 23.46 | 1.03 | 0.95 |
| Interstate 10 | SR 20 East | US 331 | Frontage Roads | 1.49 | 1.02 | 0.94 |
| SR 20 | Cedar Avenue South | Range Road | Widening to 6 lanes | 4.28 | 1.01 | 0.93 |
| I-10 | SR 85 Ferdon | Okaloosa / Walton Co. Line | Provide 6 lanes of capacity | 10.75 | 1.00 | 0.92 |
| I-10 (441038-4) | E. of Yellow River | SR 85 Ferdon | Provide 6 lanes of capacity | 4.82 | 1.00 | 0.92 |
| Interstate 10 Interchange Improvements | Sandestin Blvd | Okaloosa County Line | Widen Interchange | 39.83 | 0.98 | 0.91 |
| SR 30 (US 98) Harbor Blvd | CR 30A Calhoun Avenue | Airport Road | Allow for PD&E to add 4 to 6 lanes of capacity | 2.99 | 0.96 | 0.89 |
| I-10 (441038-2) | CR 189 Log Lake Road | 2 mi. W. of Wilkerson Bluff | Provide 6 lanes of capacity | 2.62 | 0.96 | 0.89 |
| I-10 | Okaloosa /Walton Co. Line | Walton / Holmes Co. Line | Provide 6 lanes of capacity | 27.54 | 0.95 | 0.88 |
| SR 85 (220171-6) | McWhorter Avenue | PJ Adams Parkway | Provide 6 lanes of capacity | 0.94 | 0.93 | 0.86 |

| Non-Congested V/C at LOS E below 0.9 | | | | | | |
|---|---|---|---|---|---|---|
| **Corridor** | **From** | **To** | **Project Description** | **Length (miles)** | **2045 V/C** | **AV V/C** |
| US 98 Flyover | N. Orange Street | N. Wall Street | Construct a flyover interchange | 0.36 | 0.86 | 0.79 |
| US 98 Adaptive Signal Control System from S. Holiday Rd to US 331 [Evaluation Criteria Scenario] | US 90 | Old Bethel Rd | Install Adaptive Signal Control Systems | 12.25 | 0.84 | 0.78 |
| US 90 | US 90 (SR 10) | Alabama State Line | Provide 4 lanes of capacity | 22.52 | 0.83 | 0.76 |
| US 98 | Pinewood Lane | US Hwy 98 | Road Upgrades and Safety Enhancements | 1.55 | 0.80 | 0.73 |
| US 98 | US Hwy 98 | Driftwood Drive Extension | Road Upgrades, Safety Improvements, and Complete Streets Elements | 4.17 | 0.79 | 0.73 |
| US Hwy 90 | Bayshore Drive | Forest Shore Drive | Safety & Operations | 1.89 | 0.79 | 0.72 |
| US 98 | Fairchild Rd | Walton Co. Line | Provide 6 lanes of capacity | 5.78 | 0.79 | 0.72 |
| US Hwy 90 | CR 280 Connector (aka SR 83 East Alternative) | Interstate 10 | Add 2 to 4 lanes | 3.84 | 0.77 | 0.71 |
| Mack Bayou Road | Don Bishop Road | Eastern terminus | Road Upgrades | 2.22 | 0.72 | 0.67 |
| US 98 Around the Mound (SIS Priority 4 for PD&E)* [from SIS Priorities and Scenario 3] [Feasibility} | US 331 (SR 83) | Bay County Line | Capacity Realignment | 0.75 | 0.71 | 0.66 |
| SR 83 (9th Street) | Alabama State Line | WW II Veterans Lane | Road Upgrades | 0.89 | 0.68 | 0.63 |
| Scenic 98 | North Orange Street | 30A | Road Upgrades and Complete Streets Elements | 2.93 | 0.68 | 0.63 |
| SR 20 East | S Holiday Rd | US 331 | Road Upgrades and Improvements | 11.82 | 0.66 | 0.60 |
| SR 189 (Lewis Turner Boulevard) | SR 188 (Racetrack Road) | Eglin AFB West Gate | Provide 6 lanes of capacity | 6.22 | 0.63 | 0.58 |
| CR 393 | 30A | Grayton Beach | Road Upgrades | 1.02 | 0.63 | 0.58 |
| Crestview Bypass West from US 90 to | Shipyard Rd | Marquis Way | Provide 4 lanes of Capacity | 6.78 | 0.61 | 0.57 |

| Non-Congested V/C at LOS E below 0.9 | | | | | | |
|---|---|---|---|---|---|---|
| **Corridor** | **From** | **To** | **Project Description** | **Length (miles)** | **2045 V/C** | **AV V/C** |
| Old Bethel Rd [Alt Corridor Eval Underway. Priority for PD&E] | | | | | | |
| CR 393 | US Hwy 98 | 30A | Road Upgrades | 1.87 | 0.60 | 0.55 |
| SR 20 West | SR 20 | Choctawhatchee Bay | Road Upgrades and Improvements | 12.01 | 0.59 | 0.54 |
| CR 30A from CR 393 (Gulf Place) to US 98 (west end) [Walton Mobility Plan] | US Hwy 98 East | CR 395 (Seagrove Beach) | Complete Streets Improvements | 3.51 | 0.58 | 0.53 |
| CR 30A from CR 283 (Grayton Beach) to CR 393 (Gulf Place) [Walton Mobility Plan] | Chat Holley Rd | US Hwy 98 | Complete Streets Improvements | 4.32 | 0.56 | 0.52 |
| US 331 | North of SR 20 | SR 8 (I-10) | Provide 4 lanes of capacity | 21.58 | 0.54 | 0.50 |
| SR 85 (Eglin Parkway) | SR 79 (Bay County) | US 98 (Walton County) | Widen to 6 lanes | 1.89 | 0.51 | 0.47 |
| US 98 | Okaloosa Co. Line | US 331 (SR 83) North | Provide 6 lanes of capacity | 13.59 | 0.51 | 0.47 |
| Crestview Bypass West from US 90 to Old Bethel Rd [Alt Corridor Eval Underway. Priority for PD&E] | US 331 (SR 83) | SR 20 | Provide 4 lanes of Capacity | 2.72 | 0.51 | 0.47 |
| CR 30A from CR 395 (Seagrove Beach) to CR 283 (Grayton Beach) [Walton Mobility Plan] | Jolly Road | Chat Holley Rd | Complete Streets Improvements | 2.73 | 0.51 | 0.47 |
| SR 85 (Eglin Parkway) | 12th Avenue/Richburg Ave. | Eglin AFB West Gate | Provide 6 lanes of capacity | 2.19 | 0.50 | 0.46 |
| SR 85 (220171-5) | General Bond Boulevard | SR 189 | Provide 6 lanes of capacity | 5.23 | 0.48 | 0.45 |
| CR 83 (Old Blue Mountain Rd) | Bay | US Hwy 98 | Road Upgrades | 2.06 | 0.48 | 0.44 |
| CR 283 | Bay | US Hwy 98 | Road Upgrades | 1.70 | 0.47 | 0.44 |
| Eglin Parkway and John Sims Parkway Military Access Facility | SR 123 | Eglin Blvd | Provide additional capacity | 6.29 | 0.46 | 0.42 |

| Non-Congested V/C at LOS E below 0.9 | | | | | | |
|---|---|---|---|---|---|---|
| **Corridor** | **From** | **To** | **Project Description** | **Length (miles)** | **2045 V/C** | **AV V/C** |
| College Boulevard | SR 85 | SR 285 | Provide 4 lanes of capacity | 2.06 | 0.45 | 0.42 |
| US Hwy 331 South | SR 83 Alternatives | US Hwy 90 | Road Upgrades | 2.08 | 0.45 | 0.42 |
| CR 30A from CR 395 (Seagrove Beach) to US 98 (east end) [Walton Mobility Plan] | US Hwy 331 South | Coy Burgess Connector | Complete Streets Improvements | 8.01 | 0.45 | 0.41 |
| Crestview Bypass East (I-10 to SR 85 North of Crestview) [Feasibility Study Complete - No Build] | SR 85 | Airport Road | Provide 4 lanes of Capacity | 9.93 | 0.45 | 0.41 |
| US Hwy 331 | CR 280A | US Hwy 331 South | add lanes to increase capacity | 1.60 | 0.44 | 0.40 |
| SR 85 (220171-4) | PJ Adams Parkway | I-10 /Mirage | Provide 6 lanes of capacity | 5.35 | 0.44 | 0.40 |
| CR 280A | Interstate 10 | US Hwy 90 | Road Upgrades | 0.89 | 0.41 | 0.38 |
| SR 83 | 83A East | Marquis Way | Add 2 lanes to 4 lanes | 2.87 | 0.41 | 0.38 |
| US 331 | Stahlman Ave | Tequesta Dr | Road Upgrades and Improvements | 4.88 | 0.40 | 0.37 |
| US Hwy 331 | CR 280A Connector | CR 280B | Increase Capacity | 3.58 | 0.39 | 0.36 |
| CR 395 | CR 393 (Gulf Place) | US Hwy 98 West | Road Upgrades | 2.97 | 0.38 | 0.35 |
| US 331 | SR 123 | McWhorter Avenue | Add 4 to 6 lanes of capacity, Reconstruct | 14.19 | 0.37 | 0.34 |
| SR 85 | SR 189 | Brooks Bridge | Provide 6 lanes of capacity | 4.21 | 0.32 | 0.29 |
| Black Creek Road | US 331 (SR 83) | SR 20 | Provide 2 lanes new/improved capacity | 6.49 | 0.29 | 0.26 |
| SR 293 (Spence Parkway) from Range Road Interchange to SR 85 N | Range Road Interchange | SR 85 North | Provide 4 lanes of Capacity | 8.33 | 0.26 | 0.24 |
| Chat Holley | CR 395 | Point Washington Road | Road Upgrades | 3.74 | 0.22 | 0.20 |
| SR 83 | SR 20 | 83A East | Add 2 lanes to 4 lanes | 15.41 | 0.14 | 0.13 |
| DeFuniak Street | US Hwy 98 | 30A | Road Upgrades | 0.54 | 0.03 | 0.03 |

| Non-Congested V/C at LOS E below 0.9 | | | | | | |
|---|---|---|---|---|---|---|
| **Corridor** | **From** | **To** | **Project Description** | **Length (miles)** | **2045 V/C** | **AV V/C** |
| Mason Cemetery/Jericho Road | I-10 (SR 8) | US 90 (SR 10) | Provide 2 lanes of capacity | 2.36 | 0.02 | 0.02 |

# Appendix F: Revenue Forecast

# *2045 REVENUE FORECAST*

# *OKALOOSA-WALTON TPO*

WITH STATEWIDE, DISTRICTWIDE

AND COUNTY-SPECIFIC PROJECTIONS

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

**Overview**

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major state programs for this metropolitan area, for FDOT Districts, and for Florida as whole are included. This includes state and federal funds that "flow through" the FDOT work program. This information is used for updates of Metropolitan Planning Organization (MPO[21]) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the Office of Policy Planning (OPP) provides projections of future available funding to Florida's 27 MPOs. This data is known as the Revenue Forecast. Consistent data is being applied to the development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan.

The department developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act[22]) and changes in multiple factors affecting state revenue sources and current policies. This 2045 forecast incorporates (1) amounts contained in the department's work program for FYs 2018 through 2022, (2) the impact of the department's objectives and investment policies, and (3) the Statutory Formula (equal parts of population and motor fuel tax collections)

[21] In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA and MTPO.

[22] Fixing America's Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast (in word processing or portable document format) provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not "flow through" the state work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida's Transportation Tax Sources: A Primer,* and the *Local Government Financial Information Handbook.*[23]

This forecast features county level estimates for major FDOT capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary doesn't match county boundaries, the FDOT District will determine appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with our office. However, final responsibility rests with the appropriate District.

There is a long-term goal to focus planning on metropolitan areas which do not correspond to county or city boundaries. In some cases, analyses and plans are based on census designated urbanized areas (UZAs). But for most sources of funding, it is more practical to define geographic areas by county boundaries.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS Cost Feasible Plan (CFP), which is under preparation by the FDOT Systems Implementation Office.[24] Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely,

[23] FDOT's tax source primer is available at http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at http://edr.state.fl.us/Content/local-government/reports/lgfih17.pdf.

[24] Formerly known as the Systems Planning Office.

CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This Forecast lists funding for FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as "non-capacity programs" here, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

**2045 Revenue Forecast (State and Federal Funds)**

The 2045 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with County, District or Statewide estimates for other funding categories that are of particular interest to the 27 Florida MPOs.

Forecast of State and Federal Revenues

The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimates revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for state fiscal years (FYs) 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. In this forecast, Surplus Toll Revenue is only projected for Miami-Dade County, but that category may apply to more counties in future Revenue Forecasts. Assumptions about revenue growth are shown in Table 1:

**Table 1**

**Revenue Sources and Assumptions**

| Revenue Sources | Years | Assumptions* |
|---|---|---|
| State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes) | 2019-2028 | Florida REC Estimates; these average in the range from 2.5% to 3.0% per year |
| | 2029-2045 | Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045 |
| Federal Distributions (Total Obligating Authority) | 2018-2027 | FDOT Federal Aid Forecast |
| | 2028-2045 | Annual 0.0% increase through 2045 |
| Turnpike | 2018-2028 | Turnpike Revenue Forecast |
| | 2029-2045 | Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045 |

* Note all growth rates show nominal, or year of expenditure, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecast Guidebook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

**Table 2**

**Forecast of Revenues**

**2045 Revenue Forecast (Millions of Dollars)**

(Percentages reflect percentage of total period funding produced by that source. For example, Federal funding is projected to provide 24% of all funding for the period of 2021 through 2025)

| Major Revenue Sources | Time Periods (Fiscal Years) | | | | | 26-Year Total[2] |
|---|---|---|---|---|---|---|
| | **2020[1]** | **2021-2025[1]** | **2026-2030** | **2031-2035** | **2036-2045** | **2020-2045** |
| Federal | 2,353 | 10,884 | 11,878 | 12,108 | 24,217 | 61,440 |
| | 28% | 24% | 23% | 21% | 20% | 22% |
| State | 5,270 | 27,366 | 34,128 | 38,264 | 80,719 | 185,748 |
| | 62% | 61% | 65% | 66% | 66% | 65% |
| Turnpike | 814 | 6,572 | 6,688 | 7,861 | 16,518 | 38,453 |
| | 10% | 15% | 13% | 14% | 14% | 13% |
| **Total[2]** | **8,437** | **44,823** | **52,694** | **58,233** | **121,454** | **285,641** |

[1] Based on the FDOT Adopted Work Program for 2018 through 2022.

[2] Columns and rows sometimes do not equal the totals due to rounding.

## Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the July 1, 2017 Adopted Work Program for 2018 through 2022. The forecast of funding levels for FDOT programs for 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the Adopted Work Program and planned

funding for fiscal years 2023-2026. This Revenue Forecast provides information for Capacity and Non-Capacity state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" moved forward by the Metropolitan Planning Organization Advisory Council Policy and Technical Committee on July 13, 2017.

The Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is delivered well in advance of the 5-year LRTP adoption schedule, roughly 18 months in advance of the first required adoption. This forecast is considered satisfactory for the remainder of the 5-year cycle; in other words, it is useful for MPOs whose adoptions come at the end of the cycle, about 3½ years after the first MPOs. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

**Capacity Programs**

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. $285 billion is forecast for the entire state transportation program from 2020 through 2045; about $149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alternatives (TALU) funds are projected based on current population estimates. These 2 categories only apply to federally designated TMAs; 15 of the State's 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current statutory formula.[25] For planning purposes, transit program funds were divided between Districts and counties according to population.

[25] The statutory formula is 50% population and 50% motor fuel tax collections.

**TABLE 3**

**Major Capacity Programs Included in the 2045 Revenue Forecast**

**and Corresponding Program Categories in the Program and Resource Plan (PRP)**

| 2045 Revenue Forecast Programs | PRP Program Categories |
|---|---|
| SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors). | Interstate Construction<br>Turnpike Construction<br>Other SIS Highway Construction<br>SIS Highway Traffic Operations<br>SIS Highway Right of Way (ROW)<br>SIS Advance Corridor Acquisition |
| Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the Transportation Regional Incentive Program (TRIP), and the County Incentive Grant Program (CIGP). | Arterial Traffic Operations<br>Construction<br>County Transportation Programs<br>Economic Development<br>Other Arterial & Bridge Right of Way<br>Other Arterial Advance Corridor Acquisition |
| Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation. | Airport Improvement<br>Land Acquisition<br>Planning<br>Discretionary Capacity Improvements |
| Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems. | Transit Systems<br>Transportation Disadvantaged – Department<br>Transportation Disadvantaged – Commission<br>Other; Block Grants; New Starts Transit |
| Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities. | Rail/Highway Crossings<br>Rail Capacity Improvement/Rehabilitation<br>High Speed Rail<br>Passenger Service |

| 2045 Revenue Forecast Programs | PRP Program Categories |
|---|---|
| Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition. | Intermodal Access |
| Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers. | Seaport Development |
| SUN Trail – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP). | Other State Highway Construction<br>Other State Highway ROW<br>Other Roads Construction<br>Other Roads ROW<br>Other SIS Highway Construction<br>SIS Highway ROW |

**Table 4**

**Statewide Capacity Program Estimates**

**State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

| Major Programs | Time Periods (Fiscal Years) | | | | | 26-Year Total[2] |
|---|---|---|---|---|---|---|
| | 2020[1] | 2021-25[1] | 2026-30 | 2031-35 | 2036-45 | 2020-2045 |
| SIS Highways Construction & ROW | 2,199 | 12,940 | 12,490 | 13,933 | 28,971 | 70,534 |
| Other Roads Construction & ROW | 892 | 6,538 | 8,006 | 8,650 | 18,103 | 42,188 |
| Aviation | 211 | 1,143 | 1,433 | 1,596 | 3,354 | 7,738 |
| Transit | 417 | 2,306 | 2,881 | 3,154 | 6,580 | 15,339 |
| Rail | 178 | 850 | 1,255 | 1,425 | 2,985 | 6,692 |
| Intermodal Access | 40 | 262 | 345 | 379 | 791 | 1,816 |
| Seaports | 114 | 622 | 837 | 938 | 1,970 | 4,481 |
| SUN Trail | 25 | 125 | 125 | 125 | 250 | 650 |
| **Total Capacity Programs** | **4,075** | **24,786** | **27,372** | **30,200** | **63,004** | **149,438** |
| **Statewide Total Forecast** | **8,437** | **44,823** | **52,694** | **58,233** | **121,454** | **285,641** |

[1] Based on the FDOT Tentative Work Program for FYs 2018 through 2022.

[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for the Other Roads and Transit program categories for this metropolitan area are included in Table 5.

**Table 5**

**County Level Capacity Program Estimates**

**State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

Estimates for the Okaloosa-Walton Transportation Planning Organization

| Capacity Programs* | Time Periods (Fiscal Years) | | | | | 26-Year Total |
|---|---|---|---|---|---|---|
| | 2020 | 2021-25 | 2026-30 | 2031-35 | 2036-45 | 2020-2045 |
| Other Roads Construction & ROW | 12.15 | 89.11 | 108.24 | 116.78 | 243.00 | 569.29 |
| Transit | 4.71 | 26.19 | 33.02 | 36.16 | 75.34 | 175.43 |
| **Total - Main Programs** | 16.86 | 115.30 | 141.27 | 152.95 | 318.34 | 744.72 |

* Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

# Other Roads estimates do not include projected funding for the TRIP program of the Federal TMA program (SU Fund Code).

^ Transit estimates do not include projected funding for the Florida New Starts program.

A few programs fund capacity projects throughout the state on a competitive basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of 5 years ago. Also, amounts for the federally funded TMA program (Fund Code SU) are provided in Table 6, and not included in Table 5. Neither TRIP, Florida New Starts or TMA funds are included above.

**Table 6**

**Transportation Management Area (TMA) Funds Estimates**

**(Known as SU Funds in FDOT Work Program)**

**Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

| **Okaloosa-Walton Metropolitan Area** (Defined as Okaloosa and Walton Counties) | **Time Periods (Fiscal Years)** | | | | | **26-Year Total** |
|---|---|---|---|---|---|---|
| | **2020** | **2021-25** | **2026-30** | **2031-35** | **2036-45** | **2020-2045** |
| **TMA/SU Funds** | N/A | N/A | N/A | N/A | N/A | N/A |

Projects which would be partially or entirely funded by TRIP or FL New Starts cannot be counted as "funded" in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or FL New Starts funding in the future. Both programs are competitive, and only a small percentage of potentially eligible projects receive funding. However, these projects can be included in LRTPs as "illustrative" projects.26 If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed. Conditional estimates of TRIP funds by District are in Table 7. Statewide estimates of FL New Starts funds are in Table 8.

The FAST Act continued funding for Transportation Alternatives projects. Categories impacting MPOs include funds for (1) Transportation Management Areas (TALU funds); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown further below in Table 9.

[26] Other projects for which funding is uncertain may also be included as illustrative projects.

## Table 7

## Districtwide Transportation Regional Incentive Program Estimates

## State Funds from the 2045 Revenue Forecast (Millions of Dollars)

| FDOT District | 5-Year Period (Fiscal Years) | | | | | 26-Year Total[2] |
|---|---|---|---|---|---|---|
| | 2020[1] | 2021-25 | 2026-30 | 2031-35 | 2036-2045 | 2020-2045 |
| District 1 | 3.1 | 21.9 | 32.7 | 36.4 | 74.6 | **168.8** |
| District 2 | 2.5 | 17.6 | 26.3 | 29.2 | 59.9 | **135.5** |
| District 3 | 1.6 | 11.6 | 17.3 | 19.2 | 39.3 | **89.0** |
| District 4 | 4.1 | 28.9 | 43.1 | 47.9 | 98.2 | **222.3** |
| District 5 | 4.7 | 32.8 | 49.0 | 54.4 | 111.7 | **252.6** |
| District 6 | 2.8 | 19.7 | 29.4 | 32.7 | 67.0 | **151.6** |
| District 7 | 3.3 | 23.2 | 34.6 | 38.4 | 78.8 | **178.2** |
| **Statewide Total Forecast** | **22.2** | **155.8** | **232.3** | **258.2** | **529.5** | **1,197.9** |

[1] Estimates for 2018 through 2022 are contained in the FDOT Adopted Work Program.

[2] Columns and rows sometimes do not equal the totals due to rounding.

## Table 8

## Transit - Florida New Starts Program Estimates

## State Funds from the 2045 Revenue Forecast (Millions of Dollars)

| Statewide Program | Time Periods (Fiscal Years) | | | | | 26-Year Total |
|---|---|---|---|---|---|---|
| | 2020 | 2021-25 | 2026-30 | 2031-35 | 2036-45 | 2020-2045 |
| Statewide Total Forecast | 41.8 | 226.3 | 259.2 | 282.4 | 593.4 | 1,403.1 |

## Table 9

## Transportation Alternatives Funds Estimates

## Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

| Okaloosa-Walton Metropolitan Area (Defined as Okaloosa and Walton Counties) | Time Periods (Fiscal Years) | | | | | 26 Year Total [1] |
|---|---|---|---|---|---|---|
| | 2020 [1] | 2021-25 | 2026-30 | 2031-35 | 2036-45 | 2020-2045 |
| TALU (Urban); Funds for TMA | N/A | N/A | N/A | N/A | N/A | N/A |
| TALL (<200,000 population); Entire FDOT District | 0.61 | 3.04 | 3.04 | 3.04 | 6.08 | 15.81 |
| TALT (Any Area); Entire FDOT District | 1.84 | 9.21 | 9.21 | 9.21 | 18.42 | 47.89 |

[1] Rows sometimes do not equal the totals due to rounding.

Other projects for which funding is uncertain may also be included in LRTPs as "illustrative" projects.

**Non-Capacity Programs**

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each District and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2045 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system.

**TABLE 10**

**Major Non-Capacity Programs Included in the 2045 Revenue Forecast**

**and Corresponding Program Categories in the Program and Resource Plan (PRP)**

| 2045 Revenue Forecast Programs | PRP Program Categories |
|---|---|
| Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis. | Highway Safety<br>Grants |
| Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law. | Interstate<br>Arterial and Freeway<br>Off-System<br>Turnpike |
| Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System). | Repair - On System<br>Replace - On System<br>Local Bridge Replacement<br>Turnpike |
| Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs). | Preliminary Engineering<br>Construction Engineering Inspection<br>Right of Way Support<br>Environmental Mitigation<br>Materials & Research<br>Planning & Environment<br>Public Transportation Operations |
| Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place. | Operations & Maintenance<br>Traffic Engineering & Operations<br>Toll Operations<br>Motor Carrier Compliance |
| Administration and Other - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service. | Administration<br>Fixed Capital Outlay<br>Office Information Systems<br>Debt Service |

District and metropolitan area. Table 11 identifies the statewide estimates for non-capacity programs. About $136 billion (48% of total revenues) is forecast for non-capacity programs.

**Table 11**

**Statewide Non-Capacity Expenditure Estimates**

**State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

| Major Categories | Time Periods (Fiscal Years) | | | | | 26-Year Total[1] |
|---|---|---|---|---|---|---|
| | 2020 | 2021-25 | 2026-30 | 2031-35 | 2036-45 | 2020-2045 |
| Safety | 141 | 820 | 826 | 825 | 1,659 | **4,271** |
| Resurfacing | 633 | 4,354 | 4,150 | 4,241 | 8,756 | **22,135** |
| Bridge | 1,035 | 1,051 | 2,403 | 2,946 | 6,122 | **13,556** |
| Product Support | 1,302 | 6,576 | 6,709 | 7,096 | 14,614 | **36,299** |
| Operations and Maintenance | 1,384 | 7,442 | 8,596 | 9,162 | 18,939 | **45,523** |
| Administration and Other | 429 | 2,770 | 2,891 | 2,819 | 5,559 | **14,468** |
| **Statewide Total Forecast** | **4,923** | **23,013** | **25,576** | **27,089** | **55,650** | **136,251** |

[1] Columns and rows sometimes do not equal the totals due to rounding.

Table 12 contains District-wide estimates for State Highway System (SHS) existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

**Table 12**

**State Highway System Existing Facilities Estimates by District**

**State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)**

| Major Programs | Time Periods (Fiscal Years) | | | | | 26-Year Total[1] |
|---|---|---|---|---|---|---|
| | 2020 | 2021-25 | 2026-30 | 2031-35 | 2036-45 | 2020-2045 |
| District 1 | 457 | 1,922 | 2,267 | 2,446 | 5,060 | **12,151** |
| District 2 | 606 | 2,551 | 3,009 | 3,247 | 6,716 | **16,129** |
| District 3 | 495 | 2,084 | 2,458 | 2,652 | 5,487 | **13,176** |
| District 4 | 410 | 1,728 | 2,038 | 2,199 | 4,549 | **10,924** |
| District 5 | 561 | 2,362 | 2,785 | 3,006 | 6,217 | **14,931** |
| District 6 | 203 | 854 | 1,007 | 1,087 | 2,248 | **5,399** |
| District 7 | 319 | 1,345 | 1,586 | 1,712 | 3,541 | **8,503** |
| **Statewide Total Forecast** | **3,051** | **12,847** | **15,150** | **16,348** | **33,817** | **81,214** |

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

[1] Columns and rows sometimes do not equal the totals due to rounding.

## Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by the FDOT Office of Policy

Planning (OPP) for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required Long Range Transportation Plans (LRTPs).

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.

# Appendix G: Needs Plan Purpose and Need Statements

In the table below are the 2045 Needs Plan Projects as well as each project's Purpose & Need Statement.

**Capacity Projects**

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| A-002 | Capacity | Black Creek Road | US 331 (SR 83) | SR 20 | Provide 2 lanes new/improved capacity | Black Creek Road services a number of new communities in Walton County. The roadway is not able to hold up to the current traffic volumes and will continue to degrade as development continues. This roadway needs to be resurfaced and expanded to included bicycle and pedestrian facilities. While traffic volumes are not forecast to exceed the capacity of this two-lane facility, it does not adequately serve the community. As identified in the Walton County Mobility Plan (2021)This project will incorporate buffered bicycle lanes and sidewalks. |
| A-003 | Capacity | Bob Sikes Airport Connector | US 90 (SR 10) | Bob Sikes Airport | Provide 4/2 lanes of new capacity | Either two or four lanes of new capacity will be provided between US 90 and Bob Sikes Airport. Bob Sikes Airport has experienced strong gains in employment in aircraft related and military support industries. This new connector facility is envisioned to provide an improved regional connection to the airport as it continues to grow. Bicycle lanes and sidewalk facilities will be considered during the roadway design process. |
| A-004 | Capacity | College Boulevard | SR 85 | SR 285 | Provide 4 lanes of capacity | This roadway is currently a two lane, undivided facility with no bicycle or pedestrian facilities. It connects SR 85 and SR 285 and Okaloosa State College's main campus is located on this facility. The 2040 travel demand model is forecasting a volume to capacity ratio of .95 on this segment of College Boulevard. In addition to growth at the college, growth within the area will place additional demands on the roadway. It will need to be widened to four lanes to accommodate future demand. This project will incorporate bicycle lanes and sidewalks. |
| A-005 | Capacity | CR 280A | Ingram Road | Coy Burgess Road | Provide 2 lanes of new/improved capacity | CR 208A services a number of new communities in Walton County. The roadway is not able to hold up to the current traffic volumes and will continue to degrade as development continues. This roadway needs to be resurfaced and expanded to included bicycle and pedestrian facilities. While traffic volumes are not forecast to exceed the capacity of this two-lane facility, it does not |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| | | | | | | adequately serve the community. This project will incorporate bicycle lanes and sidewalks. |
| A-009 | Capacity | Crestview Bypass East | SR 85 | Airport Road | New road construction | The Crestview Bypass would provide important regional access with its connections to SR 85 and Interstate 10. This bypass will become an important intermodal facility by providing improved connection between I-10 and Bob Sikes Airport and Industrial Park. Bob Sikes Airport has experienced strong gains in employment in aircraft related and military support industries. In Traffic Analysis Zones adjacent to the corridor, population is anticipated to grow by 7,115 from 3,935 to 11,050, or 64.39 percent, between 2010 and 2040. Employment is projected to increase by 154 from 224 to 378, or 40.74 percent. The number of dwelling units is forecasted to rise by 2,728 from 1,501 to 4,229, or 64.51 percent. No schools are located on this segment. The Raw Model Volume for the 2040 Cost Feasible Plan for this segment is 12,398. The construction of 4-lane bypass is also intended to provide relief to SR 85. The planned widening will maintain existing bicycle and sidewalk facilities in the corridor. |
| A-011 | Capacity | Duggan Avenue Extension | Duggan Ave | Arena Road | New road construction | Duggan Avenue Extension was identified as a need in the Crestview Comprehensive Plan and proposed to be between the existing western terminus of Duggan Avenue and Arena Road. It will extend the existing Duggan Ave to provide linkages to SR 85. |
| A-012 | Capacity | Eglin Parkway and John Sims Parkway Military Access Facility | SR 123 | Eglin Blvd | Provide additional capacity | Eglin Parkway and John Sims Parkway provides key connections to hurricane evacuation routes as well as the Destin-For Walton Beach Airport promoting tourism to key locations within the county. |
| A-014 | Capacity | Hollywood Boulevard | Hill Avenue | Doolittle Blvd | Provide 4 lanes of capacity | This segment of Hollywood Boulevard is currently a two-lane undivided facility while the remaining portions are four lanes. This is a short segment of Hollywood Boulevard that connects Hill Avenue, a major north-south route, to Doolittle Boulevard, which connects to US 98. Traffic on this short segment of roadway is expected to continue to grow. The 2040 forecasts show it operating well above capacity. Bicycle lanes and sidewalk |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| | | | | | | facilities will be considered during the roadway design process. |
| A-015 | Capacity | Hollywood Boulevard Extension | US 98 (SR 30) | Hill Avenue | Construct new 2 lane facility | Hollywood Boulevard will be extended as a four-lane facility from US 98 to Hill Avenue. This project is envisioned to increase connectivity and enhance the street network in the City of Mary Esther and City of Fort Walton Beach. The project will include bicycle lanes and sidewalks. The Hollywood Boulevard extension will serve the Mary Esther/ Fort Walton Beach area. Hollywood Boulevard is a local facility. |
| A-016 | Capacity | I-10 | SR 85 Ferdon | Okaloosa / Walton Co. Line | Provide 6 lanes of capacity | I-10 is an interstate facility running east-west through the county. Along this facility, the section between SR 85 to the Walton County Line provides key regional access between Okaloosa and Walton County, as well as access to high capacity hurricane evacuation routes. |
| A-017 | Capacity | I-10 | Okaloosa /Walton Co. Line | Walton / Holmes Co. Line | Provide 6 lanes of capacity | These projects will increase the capacity along I-10 from 4 to 6 lanes from the Okaloosa / Santa Rosa County Line to the Walton / Holmes County Line. I-10 is an essential interstate facility for Okaloosa and Walton counties. Expansion of this SIS facility would meet current and future travel demands and facilitate hurricane evacuation. The average forecasted 2035 daily traffic volume along I-10 between the Santa Rosa / Okaloosa County line and the Walton/ Holmes County line is 26,994, which yields a level of service of B. As an Interstate facility, I-10 does not accommodate bicycle and pedestrian modes of travel. I-10 spans the state of Florida and extends westward. It is a major Interstate facility that has been designated as a SIS facility. I-10 has been designated a hurricane evacuation route by Okaloosa and Walton counties. This project will add frontage roads from the future CR 280 Interchange to the future Coy Burgess Road interchange. The frontage roads will be ideally added in conjunction with widening of Interstate 10 from four (4) lanes to six (6) lanes from SR 81 to Okaloosa County. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| A-018 | Capacity | I-10 (441038-4) | E. of Yellow River | SR 85 Ferdon | Provide 6 lanes of capacity | These projects will increase the capacity along I-10 from 4 to 6 lanes from the Okaloosa / Santa Rosa County Line to the Walton / Holmes County Line. I-10 is an essential interstate facility for Okaloosa and Walton counties. Expansion of this SIS facility would meet current and future travel demands and facilitate hurricane evacuation. The average forecasted 2035 daily traffic volume along I-10 between the Santa Rosa / Okaloosa County line and the Walton/ Holmes County line is 26,994, which yields a level of service of B. As an Interstate facility, I-10 does not accommodate bicycle and pedestrian modes of travel. I-10 spans the state of Florida and extends westward. It is a major Interstate facility that has been designated as a SIS facility. I-10 has been designated a hurricane evacuation route by Okaloosa and Walton counties. |
| A-019 | Capacity | I-10 (441038-3) | 2 mi. W. of Wilkerson Bluff | E. of Yellow River | Provide 6 lanes of capacity | These projects will increase the capacity along I-10 from 4 to 6 lanes from the Okaloosa / Santa Rosa County Line to the Walton / Holmes County Line. I-10 is an essential interstate facility for Okaloosa and Walton counties. Expansion of this SIS facility would meet current and future travel demands and facilitate hurricane evacuation. The average forecasted 2035 daily traffic volume along I-10 between the Santa Rosa / Okaloosa County line and the Walton/ Holmes County line is 26,994, which yields a level of service of B. As an Interstate facility, I-10 does not accommodate bicycle and pedestrian modes of travel. I-10 spans the state of Florida and extends westward. It is a major Interstate facility that has been designated as a SIS facility. I-10 has been designated a hurricane evacuation route by Okaloosa and Walton counties. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-020 | Capacity | I-10 (441038-2) | CR 189 Log Lake Road | 2 mi. W. of Wilkerson Bluff | Provide 6 lanes of capacity | These projects will increase the capacity along I-10 from 4 to 6 lanes from the Okaloosa / Santa Rosa County Line to the Walton / Holmes County Line. I-10 is an essential interstate facility for Okaloosa and Walton counties. Expansion of this SIS facility would meet current and future travel demands and facilitate hurricane evacuation. The average forecasted 2035 daily traffic volume along I-10 between the Santa Rosa / Okaloosa County line and the Walton/ Holmes County line is 26,994, which yields a level of service of B. As an Interstate facility, I-10 does not accommodate bicycle and pedestrian modes of travel. I-10 spans the state of Florida and extends westward. It is a major Interstate facility that has been designated as a SIS facility. I-10 has been designated a hurricane evacuation route by Okaloosa and Walton counties. |
| A-021 | Capacity | I-10 (413062-5) | SR 281 (Avalon Blvd) | CR 189 Log Lake Road | Provide 6 lanes of capacity | These projects will increase the capacity along I-10 from 4 to 6 lanes from the Okaloosa / Santa Rosa County Line to the Walton / Holmes County Line. I-10 is an essential interstate facility for Okaloosa and Walton counties. Expansion of this SIS facility would meet current and future travel demands and facilitate hurricane evacuation. The average forecasted 2035 daily traffic volume along I-10 between the Santa Rosa / Okaloosa County line and the Walton/ Holmes County line is 26,994, which yields a level of service of B. As an Interstate facility, I-10 does not accommodate bicycle and pedestrian modes of travel. I-10 spans the state of Florida and extends westward. It is a major Interstate facility that has been designated as a SIS facility. I-10 has been designated a hurricane evacuation route by Okaloosa and Walton counties. |
| A-024 | Capacity | Mason Cemetery/Jericho Road | I-10 (SR 8) | US 90 (SR 10) | Provide 2 lanes of capacity | Okaloosa County is forecasting the redevelopment of the property surrounding Jericho Road from agriculture to residential and commercial uses. Key to this redevelopment will be a new interchange at I-10 and a new/upgraded roadway connecting I-10 with US 90. As growth continues in Okaloosa County north of I-10, this area is expected to redevelop into a significant mixed-use development. The 2040 forecasts show significant impacts to US |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | 90, SR 85 and US 331 if the new roadway and interchange are not constructed as part of the proposed redevelopment. Providing this new connection to I-10 will ease pressures on the interchanges to the east and west of this location. |
| A-025 | Capacity | Mattie M. Kelly Boulevard | Airport Road | Southern End | Conversion to Airport Road to US98 Connector | Access to the Destin Executive Airport along Mattie M. Kelly Boulevard was identified in the Destin Comprehensive Plan CIP as a necessary linkage to promote regional connectivity in the area. |
| A-026 | Capacity | Mattie M. Kelly Boulevard Corridor Ext. | US 98 | Airport Road | Right of Way Acquisition | Access to the Destin Executive Airport along Mattie M. Kelly Boulevard was identified in the Destin Comprehensive Plan CIP as a necessary linkage to promote regional connectivity in the area. |
| A-027 | Capacity | Rock Hill Road - Phase 1 | SR 83 (US 331) | HIGH LONESOME ROAD | Widening and Resurfacing of Existing Lanes | Rock Hill road is a key regional access road between Walton and Washington County and adding capacity through widening and improving road quality through resurfacing will ensure that this connection is a viable route in the future as population increases. |
| A-028 | Capacity | South Walton North/South Connector | CR 30A | US 98 (SR 30) | Construct new 2 lane facility | This Connector will be constructed as a new two-lane facility. The purpose of this project is to provide an alternative connection to the area in Bay County developing around the new international airport that allows travelers to access the area without using portions of US 98. This project will incorporate bicycle lanes and sidewalks. |
| A-029 | Capacity | SR 189 (Beal Parkway) | Mary Esther Parkway | Racetrack Road | Provide 6 lanes of capacity | Provide six lanes of capacity on SR 189 from Mary Esther Boulevard to Racetrack Road. This improvement is needed to increase the safety and functionality of this segment of SR 189. On Beal Parkway from Mary Esther Boulevard to Racetrack Road, the forecasted 2040 daily traffic volume is 35,000, which yields a level of service of E. Pedestrians, bicyclists, and transit users will be considered in the design of this roadway improvement. Beal Parkway is a major north-south facility that connects to Lewis Turner Boulevard. Beal Parkway has been designated by Okaloosa County as evacuation routes. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-030 | Capacity | SR 189 (Lewis Turner Boulevard) | SR 188 (Racetrack Road) | Eglin AFB West Gate | Provide 6 lanes of capacity | This project will add two lanes to SR 189 / Lewis Turner Boulevard for a total of six lanes. Currently, it provides a connection between the Fort Walton Beach area and Eglin Air Force Base. This segment of Lewis Turner Boulevard (SR 189) has also been identified as a hurricane evacuation route. From Racetrack Road to SR 85, the average forecasted 2035 daily traffic volume is 33,200, which yields a level of service of B. From SR 85 to EAFB West Gate, the average forecasted 2035 daily traffic volume is 20,700, which yields a level of service of C. This project will include bicycle lanes & sidewalks. SR 189 becomes Beal Parkway to the south, which connects to US 98. At the northern end, SR 189 connects to SR 85, the major north-south roadway facility of Okaloosa County. SR 189 has been designated by Okaloosa County as an evacuation route. |
| A-031 | Capacity | SR 20 | King Rd | Black Creek Blvd | Provide 4 lanes of capacity | SR 20 provides vital east-west connections throughout the county. The addition of 4 lanes of capacity along this roadway will allow for more efficient access to US 331 for north-south connections within the county. As identified in the Walton County Mobility plan (2021) this project would also include Buffered bike lanes, a 10'-12' wide trail, turn lanes at intersections, and a sidewalk on the south side of ROW, and enhancing landscape and streetscape. |
| A-032 | Capacity | SR 20 | Cedar Avenue South | Range Road | Widening to 6 lanes | The segment of SR 20 is currently a four-lane divided facility. West of Cedar Avenue is currently six lanes and east of Range Road is four lanes. This segment of SR 20 through the City of Niceville is experiencing a significant amount of development and redevelopment. A number of big box retail and outparcel development have been coming online over the past five years. This segment will need to be widened to 6 lanes to meet current and future demands. In addition to the development that has occurred in the last five years, a large parcel of land on the eastern end of this facility is expected to develop over the next 10 to 15 years. This development will bring a significant number of homes into the area. The demands to travel from the areas where the homes will be located to the retail areas in Niceville will be |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | significant. Without widening to six lanes the volume to capacity ration for SR 20 in 2040 will be 1.35. This project will incorporate bicycle lanes and sidewalks. |
| A-033 | Capacity | SR 293 (Mid-Bay Bridge) | South end of the bridge | North end of the bridge | Provide 4 lanes of capacity, add parallel bridge span over Choctawhatchee Bay | This project will increase capacity on the Mid-Bay Bridge from two to four lanes. The Mid-Bay Bridge is the major north-south facility in eastern Okaloosa County. Additional capacity along the bridge will aid in reduced traffic congestion and hurricane evacuation. From US 98 to the Mid Bay Bridge south approach, the forecasted 2035 daily traffic volume is 12,600, which yields a level of service of B. From the Mid Bay Bridge south approach to the Mid Bay Bridge north approach, the forecasted 2035 daily traffic volume is 39,600, which yields a level of service of F. From the Mid Bay Bridge north approach to SR 20, the forecasted 2035 daily traffic volume is 9,900, which yields a level of service of B. This improvement will include bicycle lanes. SR 293 connects to US 98 in the south and to SR 20 in the north. It traverses the Choctawhatchee Bay. SR 293 has been designated by Okaloosa County as a hurricane evacuation route. |
| A-034 | Capacity | SR 293 (Spence Pkwy) | Range Road Interchange | SR 85 North | Provide 4 lanes of capacity | The Mid-Bay Bridge Connector will provide added capacity and relieve congestion on State Road 20. It will also expedite hurricane evacuation. The Mid-Bay Bridge extension from SR 20 to SR 85 would provide important regional access with its connections to SR 20, SR 285, and SR 85 and would serve as a designated hurricane evacuation route. In Traffic Analysis Zones adjacent to the corridor, population is anticipated to grow by 8,126 from 6,850 to 14,976, or 54.26 percent, between 1995 and 2025. Employment is projected to increase by 1,461 from 719 to 2,180, or 67.02 percent. The number of dwelling units is forecasted to rise by 3,141 from 2,768 to 5,909, or 53.16 percent. Okaloosa-Walton College is located along this segment. Total number of students is expected to increase from 5,722 to 7,635, or 25.06 percent. This proposed roadway is located in central Okaloosa County and it is currently TPO Priority 2 for Major Capacity Project Priorities to be funded with toll funds. This project will be a new |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | roadway. The 2040 Cost Feasible Plan identifies this segment to be a 4-lane divided facility. In 2003, SR 20, between Rocky Bayou Bridge and White Point Road, carried 33,000 vehicles per day. Based upon existing Level of Service (LOS) Tables, the existing LOS is C and is forecasted to be LOS F in 2014. The Raw Model Volume for the 2040 Cost Feasible Plan for this segment is 23,985. The construction of the Mid-Bay Bridge Extension is also intended to provide relief to SR 20 and has already proven to be a valuable transportation link that provides congestion relief on US 98-SR 85 route through Fort Walton Beach. The planned improvement will maintain existing bicycle and sidewalk facilities in the corridor. |
| A-035 | Capacity | SR 30 (US 98) Harbor Blvd | CR 30A Calhoun Avenue | Airport Road | Allow for PD&E to add 4 to 6 lanes of capacity | US 98 is a key tourist and resident access road in the region. This project is identified in the SIS First Five Years as a need for this community and to the county as a whole to promote tourism. |
| A-036 | Capacity | SR 388 Ext (Bay County) | SR 79 (Bay County) | US 98 (Walton County) | New 4 lane road construction | The primary purposes of the proposed West Bay Parkway, Segment 1, from SR 30 (US 98) in Walton County to SR 79 in Bay County, Florida are to provide access to the new Northwest Florida Beaches International Airport for travelers from the coastal areas of Walton County by connecting to existing CR 388 at SR 79; and to provide an alternate hurricane evacuation route for residents of coastal Walton County, who are limited to SR 83 (US 331) across Choctawhatchee Bay, the only northbound route from coastal Walton County. The secondary purpose of the project is to avoid adding to future congestion on SR 30/SR 30A (US 98) by diverting through traffic around Panama City Beach and Panama City, Florida. Currently, CR 388 is a 2-lane minor arterial rural highway that travels from SR 79 in western Bay County, Florida east to SR 77, then north along SR 77 for approximately 5,000 feet, before turning east and continuing to its terminus at SR 75 (US 231) in eastern Bay County, north of Panama City, Florida. The northbound highways intersected by CR 388 [SR 79, SR 77, and SR 75 (US 231)] extend to Interstate 10 (I-10) and beyond and are identified as Strategic Intermodal System |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | (SIS), Emerging SIS, or planned SIS/emerging SIS facilities. Between SR 30/SR 30A (US 98) in south Bay County and SR 20 in north Bay County, the only east-west route is CR 388. Because of the connections CR 388 provides between other SIS corridors and the access it will provide to the new Panama City-Bay County International Airport, FDOT plans to designate CR 388 from SR 79 to the new airport entrance as an Emerging SIS road connector. FDOT also plans to designate the new Panama City - Bay County International Airport as an Emerging SIS commercial service airport when it opens. The four-lane widening of West Bay Parkway (CR 388), Segment 2 (from SR 79 to SR 77) is being addressed in another PD&E study. |
| A-037 | Capacity | SR 85 (Eglin Parkway) | 12th Avenue/Richburg Ave. | Eglin AFB West Gate | Widen to 6 lanes | It is proposed to widen this segment of roadway from 4 lanes to 6 lanes and include the construction of appropriate bicycle and pedestrian facilities. This facility provides a north/south connection between Shalimar and Eglin Air Force Main Base. This improvement provides additional capacity in an area identified for continued growth in the region. This segment of SR 85 has also been identified as a hurricane evacuation route. This four-lane facility provides north/south capacity and is a regionally parallel facility to SR 293 (White Point Road). The proposed six lane improvement to Eglin Boulevard (SR 189/SR 397) between SR 85 and Eglin West Gate was identified in the 2030 Long Range Transportation Plan Needs Assessment. The proposed improvement is to a facility that provides a northeast/southwest connection on the Eglin Air Force Base. This segment of Eglin Boulevard has also been identified as a hurricane evacuation route. Increased traffic along this corridor is also a concern cited in the PD&E Study for this project. |
| A-038 | Capacity | SR 85 (Eglin Parkway) | General Bond Boulevard | SR 189 | Provide 6 lanes of capacity | This project will provide 6 lanes of capacity on SR 85 between General Bond Boulevard and SR 189. As a major north-south facility, this project is needed to add capacity to SR 85 and accommodate future growth projected in northern Okaloosa County. From SR 189 to SR 123, the average forecasted 2035 daily traffic volume is 38,200, which yields a level of |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | service of F. This capacity improvement will include bicycle lanes & sidewalks. SR 85 connects to US 98 in the south up to US 90 and I-10, and continues north. SR 85 is a designated hurricane evacuation route, according to Okaloosa County. |
| A-039 | Capacity | SR 85 (220171-5) | McWhorter Avenue | PJ Adams Parkway | Provide 6 lanes of capacity | SR 85 provides key access between north county as well as Alabama, and the south county beaches. This facility is a primary transit route for commuters and tourists moving around the county and providing 6 lanes of capacity will ensure that SR 85 is able to meet the needs of our residents and visitors into the future. |
| A-040 | Capacity | SR 85 (220171-6) | PJ Adams Parkway | I-10 /Mirage | Provide 6 lanes of capacity | SR 85 provides key access between north county as well as Alabama, and the south county beaches. This facility is a primary transit route for commuters and tourists moving around the county and providing 6 lanes of capacity will ensure that SR 85 is able to meet the needs of our residents and visitors into the future. |
| A-041 | Capacity | SR 85 (220171-4) | SR 123 | McWhorter Avenue | Provide 6 lanes of capacity | SR 85 provides key access between north county as well as Alabama, and the south county beaches. This facility is a primary transit route for commuters and tourists moving around the county and providing 6 lanes of capacity will ensure that SR 85 is able to meet the needs of our residents and visitors into the future. This project will allow for upgrades to the road, the addition of Complete Street elements such as sidewalks, shared-use paths and / or bike lanes. This segment includes a portion of Baldwin Avenue from 25th Street to US 90. |
| A-042 | Capacity | US 331 | North of SR 20 | SR 8 (I-10) | Add 4 to 6 lanes of capacity, Reconstruct | US 331 provides key access between north county as well as Alabama, and the south county beaches. This facility is a primary transit route for commuters and tourists moving around the county and providing 6 lanes of capacity will ensure that US 331 is able to meet the needs of our residents and visitors into the future. As identified in the Walton County Mobility Plan (2021) this project will also include Buffered bike lanes, a 10'-12' wide trail, turn lanes at intersections, and adding frontage roads. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-043 | Capacity | US 331 | US 90 (SR 10) | Alabama State Line | Provide 4 lanes of capacity | This project will provide 4 lanes of capacity along US 331 / SR 83 from US 90 to the Alabama State Line. US 331 is a critical north/south roadway in Walton County. It serves as the primary hurricane evacuation route for South Walton County as well as portions of western Bay County. This roadway is on the SIS and has been included in the SIS Needs Plan as needing to be expanded to 6 lanes to meet future travel demands. From US 90 to the Alabama state line, the average forecasted 2035 daily traffic volume is 6,700, which yields a level of service of B. This capacity project will include bicycle lanes, sidewalks and Complete Street elements such as a 10' to 12' wide multi-use trail.. US 331 / SR 83 is a major north/ south facility in Walton County, and connects to I-10 and US 90 in the northern part of the county, and with US 98 in the southern part of the county. US 331 / SR 83 has been designated by Walton County as an Evacuation Route in the event of a hurricane or other disaster. |
| A-044a | Capacity | US 90 | Fairchild Rd | SR 285/Mossy Head | Provide 4 lanes of capacity | With development continuing to move north of I-10 in Okaloosa County US 90 continues to degrade in level of service. This segment of roadway, between Crestview and DeFuniak Springs is a two-lane undivided facility. In order to meet future demands the facility will need to be widened to four lanes. The 2040 travel demand model shows this two-lane segment will operate below acceptable standards if no additional capacity is added. Development along US 90 between the City of Crestview and DeFuniak Springs will cause US 90 to have a volume to capacity ratio higher than 1.2 in the year 2040. Bicycle lanes and sidewalk facilities will be considered during the roadway design process. This project will widen the roadway from two (2) lanes to four (4) lanes, construct a 10' to 12' wide multi-use trail south of railroad, provide a sidewalk on the north side of the right-of-way, provide a signalized intersection or demand actuated signal for pedestrian and bicycle crossing on US 90 at Woodward Rd. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-044b | Capacity | US 90 | SR 285/Mossy Head | US 331 (SR 83) North | Provide 4 lanes of capacity | With development continuing to move north of I-10 in Okaloosa County US 90 continues to degrade in level of service. This segment of roadway, between Crestview and DeFuniak Springs is a two-lane undivided facility. In order to meet future demands the facility will need to be widened to four lanes. The 2040 travel demand model shows this two-lane segment will operate below acceptable standards if no additional capacity is added. Development along US 90 between the City of Crestview and DeFuniak Springs will cause US 90 to have a volume to capacity ratio higher than 1.2 in the year 2040. Bicycle lanes and sidewalk facilities will be considered during the roadway design process. This project will widen the roadway from two (2) lanes to four (4) lanes, construct a 10' to 12' wide multi-use trail south of railroad, provide a sidewalk on the north side of the right-of-way, provide a signalized intersection or demand actuated signal for pedestrian and bicycle crossing on US 90 at Woodward Rd. |
| A-045 | Capacity | US 98 | CR 30A | US 331 (SR 83) | Provide 6 lanes of capacity | US 98 is the main east/west roadway facility in the Santa Rosa Beach area. Providing 6 lanes of capacity between CR 30A and US 331 will allow this roadway to meet future travel demand, as well as provide for more efficient access to the area's main tourist routes as well as hurricane evacuation routes. |
| A-048 | Capacity | US 98 | US 331 (SR 83) | Bay County Line | Provide 6 lanes of capacity | These projects will increase capacity along US 98 from 4 to 6 lanes and provide appropriate bicycle and pedestrian facilities. This proposed six-lane improvement provides additional northwest/southeast capacity and is a parallel corridor to CR 30A. This US 98 capacity project will include bicycle lanes and sidewalks. US 98 is the southernmost major east / west regional facility in Okaloosa and Walton Counties. These segments of US 98 (SR 30) have been designated as a hurricane evacuation route. This project will allow for the widening of the roadway from four (4) lane to six (6) lane with Complete Street Elements such as paths, sidewalks, and trails, buffered bike lanes, flex lanes, and transit pull-outs. It will provide high visibility crosswalks as signalized |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | intersections, add turn lanes with raised bicycle and pedestrian islands to reduce crossing distances, and Major intersection improvements at US Hwy 98 & US Hwy 331. |
| A-049 | Capacity | US 98 | Brooks Bridge / Santa Rosa Blvd | Gulf National Sea Shore Dr | Add 4 to 6 lanes of capacity | These projects will increase capacity along US 98 from 4 to 6 lanes and provide appropriate bicycle and pedestrian facilities. This US 98 capacity project will include bicycle lanes and sidewalks. US 98 is the southernmost major east / west regional facility in Okaloosa and Walton Counties. These segments of US 98 (SR 30) have been designated as a hurricane evacuation route. |
| A-050 | Capacity | US 98 (Around the Mound) | SR 189 | Brooks Bridge | Provide 4 lanes of capacity, Re-Alignment | These projects will increase capacity along US 98, allow for road re-alignment, and provide appropriate bicycle and pedestrian facilities. This US 98 capacity project will include bicycle lanes and sidewalks. US 98 is the southernmost major east / west regional facility in Okaloosa and Walton Counties. These segments of US 98 (SR 30) have been designated as a hurricane evacuation route. |
| A-051 | Capacity | West Bay Parkway | US 98 (SR 30) in Walton County | Walton County Line | Provide 2 lane/wide to 4 lane | This project would allow for the construction of a new roadway facility that would allow for additional connection between Bay County and Walton County. This project would also allow for additional connection to US 98, the southernmost major east/west regional facility in Okaloosa and Walton Counties. This project would provide for a new four (4) lane divided road, expandable to six (6) lanes, with Complete Street elements including buffered bike lanes or flex lanes, paths or trails on both sides of right-of-way, landscaped median, high visibility crosswalks with raised bicycle and pedestrian islands at intersections to reduce crossing distances. |
| A-052 | Capacity | SR 85 | W John Sims Pkwy | SR 123 | Provide 6 lanes of capacity | SR 85 provides key access between north county as well as Alabama, and the south county beaches. This facility is a primary transit route for commuters and tourists moving around the county and providing 6 lanes of capacity will ensure that SR 85 is able to meet the needs of our residents and visitors into the future. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-053 | Capacity | Hewett Bayou Connector | East Lamb Dr | East Hewett Rd | Provide 2 lanes of new capacity | The Hewett Bayou Connector will provide key access in the east and west directions to residents in the area beach communities without them having to access US 98 roughly one mile to the south. This project will also provide Complete Street Elements such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-054 | Capacity | Chat Holley Rd Connector | Nellie Dr | US 98 | Provide 2 lanes of new capacity | The Chat Holley Rd Connector would provide critical north/south connections to US 98. This project would construct a new road with 2 lanes capacity that would connect Chat Holley Dr and US 98. This project will provide access from Chat Holley Rd to US 98, which is a designated hurricane evacuation route for the area. This project will also provide Complete Street Elements such as paths, sidewalks, or a trail, bike lanes or flex lanes. |
| A-055 | Capacity | Coy Burgess Flyover - Option 1 | US 331 (SR 83) | Coy Burgess Loop | Provide 2 lanes of new capacity | East Alternative (EA): This project will provide for a new four (4) lane road to the east of the Airport that would provide an additional north-south corridor with a new Interstate 10 Interchange to provide parallel capacity to US 331 between US 90 and Interstate 10. It will add Complete Street elements such as a buffered bike lanes and either 8' to 10' path of 10' to 12' trail. A PD&E Study will be needed. Final alignment to be determined. |
| A-056 | Capacity | Walton County Improvements | 20th St | SR 83 | Provide additional capacity | This project would provide critical capacity improvements to Walton Road between N 20th St and SR 83. Walton Road provides access to SR 83 which is a designated hurricane evacuation route for the area as well as one of the main north/south thoroughfares. This project will also allow major intersection improvements and traffic signals at intersections with SR 83 & US 331 North. |
| A-057 | Capacity | 1st St Alternate-Option 4 | SR 83 (US 331) | Bay Ave | Construct new road | The 1st St. alternate project provides access from SR 83 to Old Landfill Rd. This project also would construct a connection between Old Landfill Rd and N 1st St to Bay Ave filling in a key north/south connection in the area that would act as an alternate to SR 83. East Alternative (EA): This project will construct a new two (2) lane or four (4) lane road. It will provide for the addition of Complete Street elements such as a buffered bike lanes and either 8' to 10' shared-use paths on both sides of corridor or a sidewalk on one side and multi-use trail |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | on the opposite side of right-of-way. A PD&E Study will be needed. The Final alignment to be determined. |
| A-058 | Capacity | Wabash Alternate - Option 2 | SR 83 (US 331) | US 90 (SR 10) | Construct new road | The City of DeFuniak Springs has identified a need to provide connection between N 20th St at Wabash Ave to SR 83 as well as provide an extension of the existing Wabash Ave south to US 90. Both US 90 and SR 83 are designated evacuation routes in the area and this project would provide for better access to both routes. West Alternative (WA): This project will allow for the construction of a new four (4) lane road to the west of the existing SR 83 corridor. The road would align with US 331. It will also add Complete Street elements such as a buffered bike lanes, and either 8' to 10' shared-use paths on both sides of corridor, or a sidewalk on one side and multi-use trail on the opposite side of right-of-way. A PD&E Study will be needed. |
| A-059 | Capacity | Park Alternate - Option 3 | SR 83 (US 331) | US 90 (SR 10) | Provide additional capacity and construct a new road | The City of DeFuniak Springs has identified a need to provide connection between N 12th St to SR 83. This would provide connection between US 90 and SR 83 utilizing N 12th St. Both US 90 and SR 83 are designated evacuation routes in the area and this project would provide for better access to both routes. West Alternative (WA): This project will allow for the construction of a new four (4) lane road to the west of the existing SR 83 corridor. The road would align with US 331. It will also add Complete Street elements such as a buffered bike lanes, and either 8' to 10' shared-use paths on both sides of corridor, or a sidewalk on one side and multi-use trail on the opposite side of right-of-way. A PD&E Study will be needed. |
| A-060 | Capacity | Bruce Ave Extension | US 331 (SR 83) | 25th St | Construct new road | The Bruce Ave Extension would provide connection to Bruce Ave and US 331 from the west at beginning at the southern terminus of S 25th St. This project and capacity improvements will also provide access to Chipley Park. This proposed project would also intersect with S 10th St which would provide for easier access to I-10. It will allow for a new two (2) lane road with Complete Street elements such as a buffered bike lanes and 8' to 10' paths that will provide more complete |

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| | | | | | | connections to the elementary and middle school. |
| A-061 | Capacity | Water Tower Road Connector Rd | Business 331 | US 331 | Construct new road | The City of Freeport Staff identified a need to construct a new road from Business 331 to US 331 along Water Tower Road from the Water Tower Rd eastern terminus to US 331. This extension would allow for key connections to hurricane evacuation routes in the areas. As identified in the Walton County Mobility Plan (2021) this project will also include complete streets elements such as paths and bike lanes. |
| A-062 | Capacity | Marquis Way East Connector Road | Shipyard Rd | Marquis Way | Construct new road | The Marquis Way East Connector Rd was identified by the City of Freeport Staff as a key access between the east side of Lafayette Creek and US 331. This project would construct a new road between Shipyard Rd (just before the entrance to Lafayette Creek park) to Marquis Way. This would provide access to US 331 which is a main north/south thoroughfare for the area and a designated hurricane evacuation route. As identified in the Walton County Mobility Plan (2021) this project will also include complete streets elements such as paths and bike lanes. |
| A-063 | Capacity | Marquis Way East Connector Road | US 331 (SR 83) | SR 20 | Construct new road | The Marquis Way East Connector Rd was identified by the City of Freeport Staff as a key access between the east side of US 331 and SR 20. This project would construct a new road between the eastern terminus of Marquis way at US 331 to SR 20. This would provide access to US 331 which is a main north/south thoroughfare for the area and a designated hurricane evacuation route. It also provides access to SR 20. As identified in the Walton County Mobility Plan (2021) this project will also include complete streets elements such as paths and bike lanes. |
| A-065a | Capacity | Crestview Bypass West | US 90 (SR 10) | SR 85 | Provide 4 lanes of new capacity | This project would construct a bypass around the West side of Crestview that would alleviate congestion through the city and would provide for more complete access to I-10 and SR 85 both of which are key designated hurricane evacuation routes for the area. |
| A-065b | Capacity | Crestview Bypass West | US 90 | Old Bethel Rd | Provide 4 lanes of capacity | This project would construct a bypass around the West side of Crestview that would alleviate congestion through the city and would provide for more complete access to I-10 and SR 85 both |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | of which are key designated hurricane evacuation routes for the area. |
| A-066 | Capacity | US 98 Adaptive Signal Control System | Stahlman Ave | Tequesta Dr | Install Adaptive Signal Control Systems | The US 98 Adaptive Signal Control System will provide the US 98 segment from Stahlman Ave to Tequesta Dr with updated and communicative traffic signal systems that would improve traffic control and traffic flow in the area. |
| A-067 | Capacity | US 98 Adaptive Signal Control System | S Holiday Rd | US 331 | Install Adaptive Signal Control Systems | The US 98 Adaptive Signal Control System will provide the US 98 segment from Tequesta to US 331 with updated and communicative traffic signal systems that would improve traffic control and traffic flow in the area. |
| A-069 | Capacity | US 331 | SR 20 | Choctawhatchee Bay | Road Upgrades and Improvements | This project was identified in the Walton County Mobility Plan (2021) and will provide for widening from four (4) lanes to six (6) lanes, add Complete Street elements such as buffered bike lanes and a 10' to 12' wide trail on east side of US 331. Add turn lanes at major intersections and traffic control devices where warranted. Add frontage roads or implement shared driveways and access management. Enhance landscape and streetscape. |
| A-070 | Capacity | SR 20 East | Bay County | Black Creek Blvd | Road Upgrades and Improvements | This project was identified in the Walton County Mobility Plan (2021) and will provide for adding turn lanes at major intersections and traffic control devices where warranted, add Complete Street elements such as buffered bike lanes and a 10' to 12' wide trail on the north side of right-of-way. |
| A-071 | Capacity | SR 20 West | Alaqua Dr | Okaloosa County | Road Upgrades and Improvements | This project was identified in the Walton County Mobility Plan (2021) and will provide for the addition of turn lanes and traffic control devices where warranted, add Complete Street elements such as buffered bike lanes and a 10' to 12' wide trail on the north side of right-of-way. Address structural and environmental challenges along the Bay. |
| A-073 | Capacity | Madison St | SR 20 West | Shipyard Rd | Road Upgrades and Improvements | This project was identified in the Walton County Mobility Plan (2021) and will provide for upgrades to the road, as well as add Complete Street elements such as sidewalks, paths and / or bike lanes. |
| A-074 | Capacity | Marquis Way | Blue Ridge Parkway Extension | US 331 | Road Upgrades and Improvements | This project was identified in the Walton County Mobility Plan (2021) and will provide for upgrades to the road, as well as add Complete Street elements such as |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | sidewalks, paths and / or bike lanes. |
| A-075 | Capacity | Blue Ridge Parkway Extension | Lagrange Landing | | Road upgrades and construction of new road | This project would provide road upgrades to the existing portion of Blue Ridge Parkway from SR 20 to Lagrange Landing as identified in the Walton County Mobility Plan (2021). Improvements such as sidewalks, paths, and Bike lanes along the roadway. This project will also provide for the extension of Blue Ridge Parkway from Lagrange Landing to Marquis Way. |
| A-076 | Capacity | Four Mile Rd | SR 20 | 83A East | Road Upgrades | This project was identified in the Walton County Mobility Plan (2021) and will provide for upgrades to the road, as well as add Complete Street elements such as sidewalks, paths and / or bike lanes. |
| A-077 | Capacity | Shipyard Rd | 83A East | Marquis Way | Road Upgrades | This project was identified in the Walton County Mobility Plan (2021) and will provide for upgrades to the road, as well as add Complete Street elements such as sidewalks, paths and / or bike lanes. |
| A-078 | Capacity | SR 83 | Alabama State Line | WW II Veterans Lane | Add 2 lanes to 4 lanes | This project would provide for road updates including the widening of SR 83 from two (2) lanes to four (4) lanes with Complete Street elements such as a 10' to 12' wide multi-use trail. |
| A-079 | Capacity | SR 83 | WW II Veterans Lane | SR 83 Alternatives | Add 2 lanes to 4 lanes | This project would provide for road upgrades including widening SR 83 from two (2) lanes to four (4) lanes with Complete Street elements such as a buffered bike lanes and either 8' to 10' shared-use paths on both sides of corridor or a sidewalk on one side and multi-use trail on the opposite side of right-of-way. |
| A-080 | Capacity | SR 83 (9th Street) | SR 83 Alternatives | US Hwy 90 | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements such as 8' to 10' shared-use paths, or 10' to 12' multi-use trail and buffered or protected bike lanes. Add landscape and streetscape. Add enhanced high visibility cross-walks. |
| A-081 | Capacity | CR 280 | CR 280 Connector (aka SR 83 East Alternative) | Interstate 10 | Road Upgrades | East Alternative (EA): Upgrade the existing cross-section of CR 280. Potential widening to four (4) lanes. Add Complete Street elements such as a buffered bike lanes and a multi-use trail. PD&E Study needed. New Interchange at Interstate 10. |
| A-082 | Capacity | US Hwy 331 South | US Hwy 90 | Interstate 10 | Road Upgrades | This project would provide for road upgrades including Enhanced signal timings, interconnect signals, reduce driveway conflicts, lengthen turn lanes, implement access management & add Complete Street Elements such as |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | buffered bike lanes and upgrades sidewalks to paths where right-of-way is available. Add raised medians and street trees where feasible. |
| A-083 | Capacity | US Hwy 331 South | Interstate 10 | US Hwy 90 | Road Upgrades | This project would allow for the addition of a SB thru lane from Interstate 10 to south of Bill Holloway Drive. Add a SB merge transitioning to a SB right turn lane at Coy Burgess, Modify the EB to SB Interstate 10 off-ramp to address the short merging distance by either: (1) signalizing the off-ramp; (2) adding a SB merge lane that transitions to a SB right turn lane onto WB Coy Burgess; or (3) addressing the short merge distance through other modifications. Implement access management and close driveway corrections between Coy Burgess and Bill Holloway Drive to address safety. |
| A-084 | Capacity | US Hwy 90 | CR 183 (Holmes County) | 1st Street | Add 2 to 4 lanes | This project would provide for the widening of US 90 from two (2) lanes to four (4) lanes with Complete Street elements such as a 10' to 12' wide trail. |
| A-085 | Capacity | CR 280A Connector (Alternative to CR 280 Connector) | CR 280 | CR 280A | New road construction | This project would provide for the construction of a New two (2) lane road with Complete Street elements such as a sidewalks, bike lanes, or multi-use paths. |
| A-086 | Capacity | CR 280A | CR 280A Connector | CR 280B | Road Upgrades | This project would provide for the upgrading and realigning of CR 280A as well as the addition of Complete Streets elements such as a sidewalks, bike lanes, or multi-use paths. |
| A-087 | Capacity | McCall Dairy Road Extension | CR 280A | US Hwy 331 South | New road construction | This project would allow for the construction of a New two (2) lane road with Complete Street elements such as a sidewalks, bike lanes, or multi-use paths. |
| A-088 | Capacity | New Interstate 10 Interchange (West) | US Hwy 331 South | Coy Burgess Connector | Road enhancements | This project would allow for the construction of a new interchange with Interstate 10 west of US 331 at the Coy Burgess Connector. Will require an Interchange Justification Report (IJR) and a PD&E. Ideally constructed before or in conjunction with widening of Interstate 10. |
| A-089 | Capacity | US Hwy 331 | Jolly Road | Chat Holley Rd | Increase Capacity | This project would provide for additional road capacity through either widening the bridges from four (4) to six (6) lanes or explore elevated lanes between the existing bridges that include two ( 2), three (3), or four (4) lanes. Consider reversable lanes or dynamic lanes to respond to peak demand flows. Add multi-use trail or separated multimodal |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | facility, with or without areas for fishing or viewing. |
| A-090 | Capacity | US Hwy 331 | Chat Holley Rd | US Hwy 98 | add lanes to increase capacity | This project would provide for additional road capacity through either widening the road from four (4) to six (6) lanes, adding limited access lanes in the median, or explore elevated lanes in the median that include two ( 2), three (3), or four (4) lanes. Consider reversable lanes or dynamic lanes to respond to peak demand flows. Add Complete Street elements such as a multi-use trail, buffered bike or flex lanes. Major intersection improvement at US Hwy 98 & Chat Holley Road. |
| A-091 | Capacity | 30A | US Hwy 98 East | CR 395 (Seagrove Beach) | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit, and curbside mobility hubs. Any Complete Street elements should preserve the character of unique 30A communities. |
| A-092 | Capacity | 30A | CR 395 (Seagrove Beach) | CR 283 (Grayton Beach) | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit, and curbside mobility hubs. Any Complete Street elements should preserve the character of unique 30A communities. |
| A-093 | Capacity | 30A | CR 283 (Grayton Beach) | CR 393 (Gulf Place) | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit, and curbside mobility hubs. Any Complete Street elements should preserve the character of unique 30A communities. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-094 | Capacity | 30A | CR 393 (Gulf Place) | US Hwy 98 West | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, add context sensitive landscape and hardscape, provide pull-offs for microtransit, and curbside mobility hubs. Any Complete Street elements should preserve the character of unique 30A communities. |
| A-095 | Capacity | Watersound Parkway | US Hwy 98 | 30A | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit, and curbside mobility hubs. Major intersection improvement at 30A. *Developer funded. |
| A-096 | Capacity | CR 395 | Bay | US Hwy 98 | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. |
| A-097 | Capacity | CR 395 | US Hwy 98 | 30A | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit, and curbside mobility hubs. |
| A-098 | Capacity | CR 283 | Bay | US Hwy 98 | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. |
| A-099 | Capacity | CR 283 | US Hwy 98 | 30A | Road Upgrades | This project would provide for road upgrades and the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit, and curbside mobility hubs. |
| A-100 | Capacity | DeFuniak Street | 30A | Grayton Beach | Road Upgrades | This project will provide for road upgrades as well as the addition of complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| | | | | | | hardscape, pull-offs for microtransit, and curbside mobility hubs. |
| A-101 | Capacity | CR 83 (Old Blue Mountain Rd) | US Hwy 98 | 30A | Road Upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit, and curbside mobility hubs. |
| A-102 | Capacity | CR 393 | Bay | Chat Holley Road | Road Upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. |
| A-103 | Capacity | CR 393 | Chat Holley Road | US Hwy 98 | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and adding turn lanes at major intersections, add Complete Street elements such as paths, sidewalks, or a trail, bike lanes or flex lanes, upgrade stormwater system. |
| A-104 | Capacity | CR 393 | US Hwy 98 | 30A | Road Upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as adding a path, sidewalk, or trail where missing, upgrade or widen the exiting path, add bike lanes or flex lanes, consider adding context sensitive landscape and hardscape, pull-offs for microtransit, and curbside mobility hubs. |
| A-105 | Capacity | Watersound Internal | Watersound Parkway | Westbay Parkway | New road construction | This project will provide for the construction of a New two (2) lane road with Complete Street elements such as paths, sidewalks, or a trail, bike lanes or flex lanes. Connecting corridor to the Gulf Powerline Trail. *Developer funded. |
| A-106 | Capacity | Watersound Internal | Westbay Parkway | Serenoa Road | New road construction | This project will provide for the construction of a New two (2) lane road with Complete Street elements such as paths, sidewalks, or a trail, bike lanes or flex lanes. Connecting corridor to the Gulf Powerline Trail. *Developer funded. |
| A-107 | Capacity | Point Washington Connector | CR 395 | Point Washington Road | Road upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as a path, trail, or bike lanes. Connecting corridor to the Gulf Powerline Trail. |
| A-108 | Capacity | Point Washington Road | Point Washington Connector | Harris Street | Road Upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as a path, trail, or bike lanes. Connecting corridor to the Gulf Powerline Trail. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-109 | Capacity | US Hwy 98 Alternative | JD Miller Road | Mack Bayou Road | New road construction | This project will provide for the construction of a New two (2) lane road with Complete Street elements such as a multi-use trail and bike lanes or flex lanes. Provide continuation of Gulf Powerline Trail. |
| A-110 | Capacity | Chat Holley | US 331 | Church Street | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and adding turn lanes at intersections, add Complete Street elements, such as sidewalk, path, bike lanes or flex lanes. Upgrade stormwater system. |
| A-111 | Capacity | Alderberry Road Extension | Don Bishop Road | Eastern terminus | New road construction | This project will provide for the construction of a New two (2) lane road with Complete Street Elements, such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-112 | Capacity | Alderberry Road | Eastern terminus | E. Hewett Road | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and road functional classification, add Complete Street elements such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-113 | Capacity | E. Lamb Drive | Goldsby Road | Mack Bayou Road | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and road functional classification, add Complete Street elements such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-114 | Capacity | Mack Bayou Road | E. Harborview Road | US Hwy 98 | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width h and add turn lanes at intersections, add Complete Street elements such as a path, bike lanes or flex lanes. Upgrade stormwater system. |
| A-115 | Capacity | Goldsby Road | E. Lamb Drive | US Hwy 98 | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and road functional classification, add Complete Street elements such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-116 | Capacity | West Hewett Rd | E. Lamb Drive Extension | US Hwy 98 | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and road functional classification, add Complete Street elements such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-117 | Capacity | East Hewett Rd | E. Lamb Drive Extension | US Hwy 98 | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and road functional classification, add Complete Street elements such as paths, sidewalks, trail, bike lanes or flex lanes. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-118 | Capacity | Don Bishop Rd | Alderberry Rd Extension | US Hwy 98 | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and road functional classification, add Complete Street elements such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-119 | Capacity | Church Street | Chat Holley Road | US Hwy 98 | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and road functional classification, add Complete Street elements such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-120 | Capacity | Veterans Road | Chat Holley Road | US Hwy 98 | New road construction | This project would provide for the construction of a New two (2) lane road with Complete Street Elements, such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-121 | Capacity | Nellie Road | Chat Holley Road | US Hwy 98 | New road construction | This project would provide for the construction of a New two (2) lane road with Complete Street Elements, such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-122 | Capacity | JD Miller | Chat Holley Road | US Hwy 98 | Road Upgrades | This project will provide for road upgrades including the Upgrading of pavement width and road functional classification, add Complete Street elements such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-123 | Capacity | Sugar Drive | US Hwy 98 | Sugar Drive Connector | Road Upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. |
| A-124 | Capacity | Sugar Drive Connector | Thompson Road | Sugar Drive | New road construction | This project would provide for the construction of a New two (2) lane road with Complete Street Elements, such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-125 | Capacity | Walton Palm Road Extension | N. Orange Street | N. Wall Street | New road construction | This project would provide for the construction of a New two (2) lane road with Complete Street Elements, such as paths, sidewalks, trail, bike lanes or flex lanes. |
| A-126 | Capacity | Pinewood Lane | North Orange Street | 30A | Road Upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. |
| A-127 | Capacity | Orange Street | Pinewood Lane | US Hwy 98 | Road Upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. |
| A-128 | Capacity | Orange Street | US Hwy 98 | West Park Place Avenue | Road Upgrades | This project will provide for road upgrades as well as the addition of Complete Street elements, such as a path, sidewalk, or trail, bike lanes or flex lanes. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-129 | Capacity | US 98 Flyover | US 98 | US 331 | Construct a flyover interchange | This project would provide for the construction of a Flyover at US 98 and US 331 |
| A-130 | Capacity | Scenic 98 | US 98 | Okaloosa County Line | Road Upgrades and Complete Streets Elements | This project will provide for the updates Conversion of Scenic 98 to a Complete Street, consisting of elements such as lower speeds, flex lanes and widening the existing path. |
| A-131 | Capacity | US 98 | Mack Bayou Rd | Sandestin Blvd | Road Upgrades and Safety Enhancements | This project will improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings |
| A-132 | Capacity | Poinciana Blvd | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to a landscaped multiway blvd that safely accommodates all modes of travel and encourages redevelopment of adjacent parcels. Add Complete Street elements such as wider paths and flex lanes. |
| A-133 | Capacity | Driftwood Extension | Forest Shore Dr | US 98 | New road construction | This project will provide for a new two (2) lane road with Complete Street Elements such as paths or flex lanes. |
| A-134 | Capacity | Driftwood Dr | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | This project will provide for upgrades the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Ellis Road. Add Complete Street Elements such as a path or flex lane. |
| A-135 | Capacity | Ellis Rd | US 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Driftwood Drive. Add Complete Street Elements such as a path or flex lane. |
| A-136 | Capacity | Bradley St | Ellis Road | Driftwood Drive | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Payne Street. Add Complete Street Elements such as a path or flex lane. |
| A-137 | Capacity | Paynes St | Ellis Road | Driftwood Drive | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing road to facilitate access to the Driftwood Community Mobility Hub and enhance multimodal connectivity to Miramar Beach. Consider conversion to one-way pair with Bradley Street. Add Complete Street Elements such as a path or flex lane. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-138 | Capacity | Geronimo St | Bayshore Drive | US Hwy 98 | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing roadway and will provide key complete street elements such as constructing a 5' to 8' sidewalk or path to enhance the roadway safety for all users. |
| A-139 | Capacity | Miramar Beach Dr | US Hwy 98 | Scenic 98 | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing roadway and will provide key complete street elements such as constructing a 5' to 8' sidewalk or path to enhance the roadway safety for all users. |
| A-140 | Capacity | North Holiday Rd | Shore Drive | US Hwy 98 | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing roadway and will provide key complete street elements such as constructing a 5' to 8' sidewalk or path to enhance the roadway safety for all users. |
| A-141 | Capacity | Forest Shore Sr | US Hwy 98 | Driftwood Drive Extension | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing roadway and will provide key complete street elements such as constructing a 5' to 8' sidewalk or path to enhance the roadway safety for all users. |
| A-142 | Capacity | Bayshore Dr | Geronimo Street | Darrow Drive | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing roadway and will provide key complete street elements such as constructing a 5' to 8' sidewalk or path to enhance the roadway safety for all users. |
| A-143 | Capacity | Crest Dr | Shore Drive | Geronimo Street | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing roadway and will provide key complete street elements such as constructing a 5' to 8' sidewalk or path to enhance the roadway safety for all users. |
| A-144 | Capacity | Darrow Dr | Bayshore Drive | Forest Shore Drive | Road Upgrades and Complete Streets Elements | This project will provide for upgrades to the existing roadway and will provide key complete street elements such as constructing a 5' to 8' sidewalk or path to enhance the roadway safety for all users. |
| A-145 | Capacity | US 98 | Sandestin Blvd | Okaloosa County Line | Road Upgrades, Safety Improvements, and Complete Streets Elements | This project will provide for the Installation of a raised landscape median. Improve visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. Add two HAWKS to create gaps for people crossing on foot, bike and accessing transit. It will also include improvements for visibility for people bicycling, walking, and accessing transit, narrow distance crossing intersections, add raised refugee islands, enhance visibility at driveway crossings. |
| A-146 | Capacity | Freeport East Connector | SR 20 East | US 331 | New Road & Complete Street | This project will allow for the construction of a new two (2) lane road with Complete Street elements such as paths and bike lanes. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
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| A-147 | Capacity | US Hwy 98 | 30A West | Mack Bayou Road | Widen Road & Complete Street | This project will provide for the widening of US 98 from four (4) lanes to six (6) lanes with Complete Street Elements such as paths, sidewalks, and trails, buffered bike lanes, flex lanes, and transit pull-outs. It will also provide high visibility crosswalks as signalized intersections, add turn lanes with raised bicycle and pedestrian islands to reduce crossing distances, and allow for a major intersection improvement at US Hwy 98 & Chat Holley Rd. |
| A-148 | Capacity | CR 83 (Old Blue Mountain Rd) Extension | Chat Holley Road | US Hwy 98 | New Road & Complete Street | This project will allow for the construction of a new two (2) lane road with Complete Street Elements, such as paths, sidewalks, or a trail, bike lanes or flex lanes. |
| A-149 | Capacity | US Hwy 90 | US Hwy 331 South | US Hwy 331 North | Safety & Operations | This segment of US 90 was recently upgraded. This project will consider high visibility crosswalks and potential mid-block signal(s) at 20th and 25th Street in conjunction with multimodal improvements. Provide raised medians where feasible to provide pedestrian refuge areas. |
| A-150 | Capacity | Interstate 10 Interchange Improvements | SR 81 | SR 85 | Widen Interchange | Widen on and off ramps to Interstate 10 and add turn lanes, thru lanes and signalization, as warranted, at SR 81, US 331 and SR 85. Improvements done either concurrent or before widening of Interstate 10. Improvements at US Hwy 331 South should be able to accommodate exclusive transit lanes or queue jump facilities. |
| A-151 | Capacity | Interstate 10 | CR 280 | Coy Burgess Connector | Frontage Roads | Add frontage roads from the future CR 280 Interchange to the future Coy Burgess Road interchange. Frontage roads ideally added in conjunction with widening of Interstate 10 from four (4) lanes to six (6) lanes from SR 81 to Okaloosa County. |

## Bike and Pedestrian Projects

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| B-05 | Bike Ped Project | BL 3: Hutchinson Street (in PW614) | Luke Ave | US 98 | Pathways | This project will provide access from Luke Ave to US 98 to the proposed Multi-Modal Facility along the Gulf Power Easement. US 98 to the proposed Multi-Modal Facility along the Gulf Power Easement. |
| B-08 | Bike Ped Project | CR 883 Madison Street | SR 20 | Freeport Village | Sidewalks | The CR 883 bike pedestrian improvements provide key north/south connections for the area north of SR 20 and support the encouragement of car-alternate transportation choices. |
| B-12 | Bike Ped Project | Jet Drive | Holmes Blvd Ne | Hollywood Blvd Nw | Complete Sidewalks | The Fort Walton Beach CRA Plan identified the need for Bike and pedestrian improvements along Jet Drive NW that will act as a northern connection to the Hollywood Boulevard Bike Ped facilities. |
| B-15 | Bike Ped Project | Multi-Modal Facility | Scenic Gulf Drive | MC Davis Boulevard | Multi-Use Trail | The US 98 and MC Davis Multi-Modal facility provides key east/west connections for the area and support the encouragement of car-alternate transportation choices. This project will also provide for a new multi-use trail, ideally 10' to 12' in width, within the existing powerline corridor, as well as the addition of hardscape (amenities, benches, wayfinding) and landscape along the trail, where permitted by utility owner. |
| B-19 | Bike Ped Project | Multi-Modal Facility along Hollywood Boulevard | Eglin Parkway (SR 85) | Mary Esther Boulevard | Sidewalk, Bicycle Lanes | The Hollywood Boulevard Multi-Modal facility provides key east/west connections for the area and support the encouragement of car-alternate transportation choices. |
| B-21 | Bike Ped Project | Multi-Modal Facility along the Gulf Power Easement | US 98 (SR 30) | US 98 (SR 30) | Multi-Use Trail | The Gulf Power Easement Multi-Modal facility provides key east/west connections for the area and support the encouragement of car-alternate transportation choices. |
| B-22 | Bike Ped Project | Multi-Modal Facility along US 98 (SR 30) | Main Street | Gulf Shore Drive | Multi-Use Trail | The US 98 Multi-Modal facility provides key east/west connections for the area and support the encouragement of car-alternate transportation choices. |
| B-23 | Bike Ped Project | Multi-Modal Facility along US 98 (SR 30) | Indian Bayou Trail | Kelly Plantation Drive | Multi-Use Trail | The US 98 Multi-Modal facility provides key east/west connections for the area and support the encouragement of car-alternate transportation choices. |
| B-24 | Bike Ped Project | Multi-Modal Facility along US 98 (SR 30) | Kelly Plantation Drive | Mid-Bay Bridge Road (SR 293) | Sidewalk | This project will construct a critically needed Multi-Modal facility along US 98 to better improve bike and pedestrian safety along the roadway. |
| B-25 | Bike Ped Project | Multi-Modal Facility along US 98 (SR 30) | Crystal Beach Drive | Regions Way | Sidewalk | This project allows for key connections in existing sidewalk area along US 98. |
| B-26 | Bike Ped Project | Multi-use Path | Pier Road | Maler Bridge | Multi-Use Facility | This project would provide more complete bike/ped connectivity in the Fort Walton Beach and Destin Area along US 98. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| B-29 | Bike Ped Project | Pedestrian access point | | | Pedestrian Access Gate | This project would create a key pedestrian access to the Eglin Airforce Base. |
| B-33 | Bike Ped Project | SR 85 | Commerce Dr | CR 188 / Airport Rd | Bike/Ped Facility | This project would provide safer and more complete bike/ped connectivity in the Crestview Area. |
| B-36 | Bike Ped Project | US 90 Trail | Santa Rosa County Line | Holmes County Line | Trail Construction | This project will provide critical safe and separated Bike Ped connections through Okaloosa and Walton County from the Santa Rosa County line to the Holmes County line. |
| B-37 | Bike Ped Project | US 98 | Marler | Harbor Boulevard | Pedestrian Improvements | This project would provide safer and more complete bike/ped connectivity in the Destin Area. |
| B-39 | Bike Ped Project | 20th St | US 331 | US 90 | Sidewalk Extension | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area through the addition of Complete Street elements such as sidewalks, shard-use paths, multi-use trail, or buffered bike lanes. |
| B-40 | Bike Ped Project | Country Club Dr/Live Oak Ave | Country Club Ln | 25th St | Sidewalk Extension | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area. |
| B-41 | Bike Ped Project | 25th St | Baldwin Ave | Live Oak Ave | Sidewalk Extension | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area. |
| B-42 | Bike Ped Project | Baldwin Ave | US 90 | 18th St | Sidewalk Extension | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area through the addition of a multimodal bridge over US 331 to accommodate a 10' to 12' wide multi-use trail that connects the Baldwin Ave as well as Complete Street elements east of US 331 South and the multi-use trail west of US 331 South. |
| B-43 | Bike Ped Project | Baldwin Ave | 18th St | 1st St | Sidewalk Rehabilitation | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area through the addition of a multi-use trail parallel to the existing railroad track. It will allow for the creation a linear park with landscape and hardscape, and add pedestrian facilities at railroad crossings, add marked crosswalks on Baldwin Ave where needed, as well as add landscape and streetscape. |
| B-44 | Bike Ped Project | Baldwin Ave and US 331 | Baldwin Ave | US 331 | Pedestrian Bridge | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area. |
| B-45 | Bike Ped Project | 20th St | US 90 | Baldwin Ave | Proposed Sidewalk Extension | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area. |
| B-46 | Bike Ped Project | Baldwin Ave | 1st St | US 90 | Proposed Sidewalk Extension | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area. |
| B-47 | Bike Ped Project | 19th St | Hedger St | | Proposed Sidewalk Extension | This project would provide safer and more complete bike/ped connectivity in the DeFuniak Springs Area. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| B-48 | Bike Ped Project | Downtown Fort Walton Beach Bike Ped Connections | SR 98 | Hollywood Boulevard NE | Sidewalk and Bike Facility Improvements | This project would provide safer and more complete bike/ped connectivity in the Downtown Fort Walton Beach Area. |
| B-49 | Bike Ped Project | Cinco Bayou Bike Ped Connections | Hollywood Boulevard NE | Nicholson St NE | Sidewalk and Bike Facility Improvements | This project would provide safer and more complete bike/ped connectivity in the Cinco Bayou Area. |
| B-50 | Bike Ped Project | West Destin Bike Ped Connections | East Pass Bridge | Kell Aire Drive | Sidewalk and Bike Facility Improvements | This project would provide safer and more complete bike/ped connectivity in the West Destin Area. |
| B-51 | Bike Ped Project | Commons Drive Bike Ped Connections | Main Street | SR 293 | Sidewalk and Bike Facility Improvements | This project would provide safer and more complete bike/ped connectivity along Commons Drive W and Commons Drive E. |
| B-52 | Bike Ped Project | Ped Overpass at SR 85 | SR 85 | Commerce Dr | Construct a Pedestrian overpass | This pedestrian overpass will allow pedestrians a safer option to cross SR 85 at Commerce Drive |
| B-53 | Bike Ped Project | Thompson Road | Moll Drive Trail Connector | Sugar Drive Connector | Add Sidewalk | This project would allow for the widening of sidewalk to a path or trail on east side of right-of-way. |
| B-54 | Bike Ped Project | Moll Drive Trail Connector | Moll Drive | Thompson Road | Multi-Use Trail | This project would provide for the construction of a New 8' to 10' path or 10' to 12' trail. |
| B-55 | Bike Ped Project | Splash Drive Trail Connector | Medley Street | Lake Mist Lane | Multi-Use Trail | This project would provide for the construction of a New 8' to 10' path or 10' to 12' trail. |
| B-56 | Bike Ped Project | Wall Street | Lake Mist Lane | US Hwy 98 | New Trail | This project would allow for the addition of a path or trail of similar width as Splash Drive Trail Connector |
| B-57 | Bike Ped Project | Wall Street | US Hwy 98 | Gulf | New Trail | This project would allow for the addition of a path or trail of similar width as Splash Drive Trail Connector |

## Complete Streets Projects

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| C-01 | Complete Streets | 1st Street | St Marys Ave | Brooks St | Provide Complete Streets | 1st St from St. Mary Ave to Brooks St will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. |
| C-02 | Complete Streets | Brooks Street | | | Provide Complete Streets | The Brooks St. complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. |
| C-03 | Complete Streets | Calhoun Ave | Cross Street | US 98 | Provide Corridor Management Study | The Calhoun Ave complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified in the Destin Comprehensive Plan CIP. |
| C-04 | Complete Streets | Ferry Road | | | Provide Complete Streets | The Ferry Road complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified as a need in the Fort Walton Beach CRA Plan. |
| C-06 | Complete Streets | Scenic Highway 98 | Restaurant Row | US 98 | Road Reconstruction and Corridor Study | The Scenic Highway 98 complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified as a need in the Destin Comprehensive Plan CIP. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| C-07 | Complete Streets | SR 188/Racetrack Rd | SR 189/Beal Pkwy | SR 85 (Eglin Parkway) | Provide Corridor Management Study | A corridor management study will be conducted along SR 188/ Racetrack Road from SR 189 / Beal Parkway to SR 85 / Eglin Parkway. Racetrack Road is a busy roadway in unincorporated Ocean City. A number of commercial uses are located along the corridor, as are Choctawhatchee High School and Fort Walton Beach Medical Center. This corridor management study is needed to envision low-cost improvements to Racetrack Road to make it a more functional facility. From SR 189 to SR 85, the forecasted 2035 daily traffic volume is 18,800, which yields a level of service of B. The corridor management study will consider modes of travel that are alternative to the automobile. Racetrack Road is an east-west facility that connects SR 189 / Beal Parkway to SR 85 / Eglin Parkway. Racetrack Road has been designated by Okaloosa County as an evacuation route. |
| C-08 | Complete Streets | SR 189 (Beal Pkwy) | US 98 | Mary Esther Blvd | Provide Corridor Management Study | A corridor management study will be conducted along SR 189/ Beal Parkway from US 98 / SR 30 to SR 393 / Mary Esther Boulevard. This section of Beal Parkway is located in downtown Ft. Walton Beach. The corridor management study will make recommendations for low-cost improvements to Beal Parkway to make it a more functional facility. From US 98 / SR 30 to Yacht Club Drive, the forecasted 2035 daily traffic volume is 16,200, which yields a level of service of C. From Yacht Club Drive to Mary Esther Boulevard, the forecasted 2035 daily traffic volume is 26,700, which yields a level of service of B. The corridor management study will consider modes of travel that are an alternative to the automobile. Beal Parkway connects US 98 and Lewis Turner Boulevard, and traverses Fort Walton Beach. Beal Parkway has been designated by Okaloosa County as an evacuation route. |
| C-09 | Complete Streets | SR 393 (Mary Esther Boulevard) | US 98 | SR 189 (Beal Parkway) | Provide Corridor Management Study | A corridor management study will be conducted along SR 393/ Mary Esther Boulevard from US 98 / SR 30 to SR 189 / Beal Parkway. This section of Mary Esther Boulevard is located in the City of Ft. Walton Beach. The corridor management study will make recommendations for low-cost improvements to Mary Esther Boulevard make it a more functional facility. From US 98 to Anchors Street, the forecasted 2035 daily traffic volume is 17,300, which yields a level of service of D. From Anchors Street to Beal Parkway, the forecasted 2040 daily traffic volume is 30,800, which yields a level of service of E. The corridor management study will consider modes of travel that are alternatives to the automobile. Mary Esther Boulevard connects US 98 to SR 189 / Beal Parkway. SR 393 / Mary Esther Boulevard has been identified by Okaloosa County as an evacuation route. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| C-10 | Complete Streets | SE 85 Corridor Management Plan | Airport Rd/Old Bethel Rd | Aplin Rd | Provide Corridor Management Study | The SR 85 Corridor Management Plan will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. |
| C-11 | Complete Streets | Complete Streets/Corridor Study - SR 85 S Ferdon Blvd | SR 123 (Roger J Clary Hwy) | Mirage Ave | Provide Corridor Management Study | The SR 85 complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. |
| C-12 | Complete Streets | US 98 (SR 30) | Hurlburt Field Entrance | Perry Ave SE | Provide Corridor Management Study | A corridor management study will be conducted for US 98 from the Hurlburt Field Entrance to Santa Rosa Boulevard. This study is intended to identify operation and safety projects needed along this segment of US 98 to allow the corridor to function as safely and efficiently as possible recognizing that it is unlikely to be expanded beyond 4 lanes. From the Hurlburt Field Gate to Mary Esther Boulevard, the forecasted 2035 daily traffic volume is 50,400, which yields a level of service of F. From Mary Esther Boulevard to the eastern leg of SR 85, the forecasted 2035 daily traffic volume is 31,500, which yields a level of service of C. The study will consider modes of travel beyond the automobile, including bicycling, walking, and utilizing transit. US 98 serves as the primary east-west roadway in this part of Florida. It connects Pensacola with Panama City and moves a significant number of people and goods each day. |
| C-13 | Complete Streets | Walter Martin Rd | | | Provide Corridor Management Study | The Walter Martin Drive complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified as a need in the Fort Walton Beach CRA Plan. |
| C-14 | Complete Streets | Hill Avenue | Hollywood Boulevard | Lovejoy Road | Provide Corridor Management Study | The Hill Avenue complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified as a need in the 2040 Needs Plan. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| C-15 | Complete Streets | Lovejoy Road | Hill Avenue | Mary Esther Boulevard | Provide Corridor Management Study | The Lovejoy Road complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified as a need in the 2040 Needs Plan. |
| C-16 | Complete Streets | US 90 Complete Streets Project | US 331 South | East End of DeFuniak Springs City Limits | Provide Corridor Management Study | The US 90 complete streets project will provide key improvements to support automobile, pedestrian, and bicycle modes of travel that will promotes safety and ease of use for all users. This will create a Complete Streets / Corridor Study to enhance multimodal transportation by considering lighting, landscaping, medians, turn lanes, sidewalks, drainage and/or transit. This project was identified as a need in the September 8, 2021 Steering Committee Meeting by the City of DeFuniak Springs. This project would reduce the number of lanes from four (4) to two (2) lanes, provide a raised landscape median, lower Speeds, enhance crossings, add demand actuated crossing signals, add curb extensions, upgrade driveway and intersection crossings, widen existing sidewalks to shared-use paths or wide sidewalks, add landscape and streetscape, and add bike lanes or on-street parking consistent with City vision for US 90. |

### Intersection Projects

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| D-01 | Intersection | Antioch Road Realignment | PJ Adams Parkway | PJ Adams Parkway | Road Realignment | This project would greatly improve connectivity between PJ Adams and SR 85 and provide access to I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents. |
| D-03 | Intersection | CSX Grade-Separated Crossing at South Main Street SR 85 | South Main Street SR 85 | RRXing | Railroad Crossing Overpass | The need for this interchange was included as an SIS unfunded need. This project would greatly improve resident and commuter connectivity between north of the railroad tracks and south of them and provide access SR 85. SR 85 is also an evacuation route, so this improvement would assist with evacuating residents. |
| D-04 | Intersection | Kelly | Stahlman Ave | Stahlman Avenue | Intersection Improvements | The need for this interchange was included in the Destin Comprehensive Plan CIP. This project would greatly improve connectivity between US 98 and the North Destin Beaches and community. US 98 is also an evacuation |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| | | | | | | route, so this improvement would assist with evacuating residents. |
| D-05 | Intersection | Mason Cemetery/Jericho Road | I-10 Interchange | I-10 Interchange | Construct New Interchange | Okaloosa County is forecasting the redevelopment of the property surrounding Jericho Road from agriculture to residential and commercial uses. Key to this redevelopment will be a new interchange at I-10 and a new/upgraded roadway connecting I-10 with US 90. As growth continues in Okaloosa County north of I-10, this area is expected to redevelop into a significant mixed-use development. The 2040 forecasts show significant impacts to US 90, SR 85 and US 331 if the new roadway and interchange are not constructed as part of the proposed redevelopment. Providing this new connection to I-10 will ease pressures on the interchanges to the east and west of this location. |
| D-06 | Intersection | SR 123 and SR 85 | SR 123 | SR 85 | Intersection Improvements | The need for this interchange was included in the SIS unfunded needs. This project would greatly improve connectivity between Crestview, Niceville and Fort Walton Beach and provide access to the Northwest Florida State College, the Destin-Fort Walton Beach Airport, and Eglin Airforce Base. Both SR 123 and SR 85 are evacuation routes, so this improvement would assist with evacuating residents. |
| D-07 | Intersection | SR 187 (US 331) | OAKWOOD LAKES BLVD | OAKWOOD LAKES BLVD | Safety Project | The need for this interchange was included in the Walton County Citizen's Plan. This project would greatly improve connectivity in the area and provide access US 90. US 90 is also an evacuation route, so this improvement would assist with evacuating residents. |
| D-08 | Intersection | SR 189 (Beal Parkway) | Mary Esther Boulevard | Mary Esther Boulevard | Major Intersection Improvements | The need for this interchange was included in the previous 2040 Needs Plan. This project would greatly improve connectivity between SR 189, Oak St NW and SR 393 and provide access to US 98 and the popular area beaches. SR 189 is also an evacuation route, so this improvement would assist with evacuating residents. |
| D-09 | Intersection | SR 189 (Beal Parkway) | Lewis Street | Lewis Street | Major Intersection Improvements | The intersection of SR 189 and Lewis Street will be improved. This improvement project is needed to increase the safety and functionality of this intersection. From Mary Esther Boulevard to Racetrack Road, the forecasted 2035 daily traffic volume is 35,000, which yields a level of service of E. Pedestrians, bicyclists, and transit users will be considered in the design of this intersection improvements. Beal Parkway is a major north-south facility that connects to Lewis Turner Boulevard. Lewis Street is a local east-west |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| | | | | | | facility. Beal Parkway has been designated by Okaloosa County as an evacuation route. |
| D-10 | Intersection | SR 189 (Beal Parkway) | Racetrack Road | Racetrack Road | Major Intersection Improvements | The intersection of SR 189 and Racetrack Road will be improved. This improvement project is needed to increase the safety and functionality of this intersection. On Beal Parkway from Mary Esther Boulevard to Racetrack Road, the forecasted 2035 daily traffic volume is 35,000, which yields a level of service of E. On Beal Parkway from Racetrack Road to Mooney Road, the forecasted 2035 daily traffic volume is 32,700, which yields a level of service of B. Pedestrians, bicyclists, and transit users will be considered in the design of this intersection improvements. Beal Parkway is a major north-south facility that connects to Lewis Turner Boulevard. Racetrack road is an east-west facility that connects SR 189/ Beal Parkway to SR 85 / Eglin Parkway. Beal Parkway and Racetrack Road have been designated by Okaloosa County as evacuation routes. |
| D-12 | Intersection | SR 30 (US 98) | SR 83 (US 331) INTERSECTION | SR 83 (US 331) INTERSECTION | Add Turn Lanes | The need for this interchange was included in the Walton County Citizen's Plan. This project would greatly improve connectivity between The beaches to the south and Freeport and DeFuniak Springs to the north. Both US 98 and US 331 are designated evacuation routes, so this improvement would assist with evacuating residents. |
| D-13 | Intersection | SR 8 (I-10) | Interchange West of Crestview | Interchange West of Crestview | Interchange Modifications | The need for this interchange was included in the SIS first 5 years funding plan. This project would greatly improve connectivity between US 90 and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents. |
| D-14 | Intersection | SR 83/SR 187 (US 331) | SR 10 (US 90) | SR 10 (US 90) | Intersection Improvements | The need for this interchange was included in the Walton County Citizen's Plan. This project would greatly improve connectivity between traffic bound for the beaches to the south and returning to the city northward and provide access to the main east/west and north/south thoroughfares in the area. Both SR 83 and US 90 are designated evacuation routes, so this improvement would assist with evacuating residents. This project would allow for the addition of signage or pavement markings on US 331 NB at US 90, SR 83 SB at US 90 and on the EB and EB approaches to US 331 South on US 90 to indicate which lanes drivers should be in for US 331 North, SR 83 North, and Interstate 10. Seasonal traffic creates significant back-up and current signage is not |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| | | | | | | adequate to address influx of seasonal visitors to the community. |
| D-15 | Intersection | SR 85 | I-10 (SR 8) | I-10 (SR 8) | Intersection Reconstruction | This project involves improving the interchange at SR 85 and I-10. The SR 85 at I-10 interchange is currently a choke point for traffic during the AM and PM peak periods. The interchange does not operate efficiently and therefore causes delay. This mainly impacts the north-south movements. However, the eastbound to southbound movement also suffers and has a merge that is the cause of numerous crashes. From Antioch Road to I-10, the forecasted 2035 daily traffic volume is 27,967, which yields a level of service of B. From I-10 to US 90, the forecasted 2035 daily traffic volume is 32,900, which yields a level of service of D. SR 85 is a major north-south facility in Okaloosa County, and I-10 is an Interstate throughout Florida and the United States. I-10 and SR 85 are designated as hurricane evacuation routes by Okaloosa and Walton counties. |
| D-16 | Intersection | SR 85 at PJ Adams Parkway (Non-SIS Priority 13) | PJ Adams Parkway | PJ Adams Parkway | Intersection Improvements | This project would greatly improve connectivity between local traffic and the major north/south thoroughfare of SR 85 and provide access north to Crestview and south to Niceville and Fort Walton Beach. SR 85 is also an evacuation route, so this improvement would assist with evacuating residents. |
| D-17 | Intersection | Stahlman | Primrose | Primrose | Intersection Construction | This project is included to improve safety at the Stahlman Ave and Primrose Ln intersection. By constructing an intersection at this location would allow for safer travel for vehicles entering Stahlman Ave from Primrose Lane. |
| D-18 | Intersection | US 90 | Shoemaker Dr | Shoemaker Dr | Intersection Operations Improvements | This project is included to improve safety at the US 90 and Shoemaker Drive intersection. By improving intersection operations at this location, the intersection would allow for safer travel for vehicles traveling along both roadways. |
| D-19 | Intersection | US 98 | Indian Bayou Trail | Indian Bayou Trail | Construct Road and Intersection | This project is included to improve safety at the US 98 and Indian Bayou Trail intersection. By improving intersection operations at this location, the intersection would allow for safer travel for vehicles traveling along both roadways. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| D-20 | Intersection | US 98 (SR 30) | Stahlman Avenue | Stahlman Avenue | Major Intersection Improvements | A major intersection improvement will be constructed at the intersection of US 98 and Stahlman Avenue creating an alignment that will allow efficient use of the Destin Cross Town Connector. This project will improve the intersection of Stahlman Ave and US 98 to facilitate a safe and efficient use of the Destin Cross Town Connector. The forecasted traffic on US 98 without the Destin Cross Town Connector is approximately 47,000 vehicles per day, resulting in a LOS of "F" on US 98. The City of Destin has developed and is in the process of implementing the Destin Cross Town Connector. Once complete, this project will provide a viable east-west corridor parallel to US 98 through the City of Destin. This facility will include bicycle and pedestrian facilities and can safely accommodate the Destin Bus Shuttle. The construction of this intersection improvement in conjunction with the Destin Cross Town Connector will provide an alternative to traveling on US 98. |
| D-21 | Intersection | US 98 (SR 30) | Danny Wuerffel Way (SR 293) | Danny Wuerffel Way (SR 293) | Major Intersection Improvements | A major intersection improvement will be constructed at the intersection of US 98 and Danny Wuerffel Way. This project will improve the intersection of Danny Wuerffel Way and US 98 to facilitate a safe and efficient travel along US 98. The forecasted traffic on this portion of US 98 is approximately 50,000 vehicles per day, resulting in a LOS of "F" on US 98. This facility will include bicycle and pedestrian crossing facilities. The construction of this intersection improvement will provide for safer and more efficient travel through this intersection. |
| D-22 | Intersection | US 98 (SR 30) | CR 30A (west) | CR 30A (west) | Major Intersection Improvements | A major intersection improvement will be constructed at the intersection of US 98 and CR 30A west. This project will improve the intersection of CR 30A west and US 98 to facilitate a safe and efficient travel along US 98. The forecasted traffic on this portion of US 98 is approximately 50,000 vehicles per day, resulting in a LOS of "F" on US 98. This facility will include bicycle and pedestrian crossing facilities. The construction of this intersection improvement will provide for safer and more efficient travel through this intersection. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| D-23 | Intersection | US 98 (SR 30) | US 331 | US 331 | Major Intersection Improvements | A major intersection improvement will be constructed at the intersection of US 98 and US 331. This project will improve the intersection of US 331 west and US 98 to facilitate a safe and efficient travel along US 98 and US 331. The forecasted traffic on this portion of US 98 is approximately 50,000 vehicles per day, resulting in a LOS of "F" on US 98. This facility will include bicycle and pedestrian crossing facilities. The construction of this intersection improvement will provide for safer and more efficient travel through this intersection. |
| D-24 | Intersection | SR 85 | US 90 | US 90 | Major Intersection Improvements | A major intersection improvement will be constructed at the intersection of SR 85 and US 90. This project will improve the intersection of SR 85 and US 90 to facilitate a safe and efficient travel along the respective roadways. |
| D-25 | Intersection | SR 85 | Redstone Ave | Redstone Ave | Major Intersection Improvements | A major intersection improvement will be constructed at the intersection of SR 85 and Redstone Ave. This project will improve the intersection of SR 85 and Redstone Ave to facilitate a safe and efficient travel along the respective roadways. |
| D-26 | Intersection | SR 189 (Beal Parkway) | Carmel Dr/Clifford St | Carmel Dr/Clifford St | Major Intersection Improvements | A major intersection improvement will be constructed at the intersection of SR 189 (Beal Parkway) and Carmel Dr/Clifford St. This project will improve the intersection of SR 189 (Beal Parkway) and Carmel Dr/Clifford St to facilitate a safe and efficient travel along the respective roadways. |
| D-27a | Intersection | I-10 Interchange | | Boy Scout Rd | Construct I-10 Interchange | A need for an additional I-10 interchange has been identified and 5 different locations along I-10 in DeFuniak Springs have been identified for that construction. This option is located at I-10 and Boy Scout Rd. This project would greatly improve connectivity between DeFuniak Springs and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents. This project would allow for the widening of the on and off ramps to Interstate 10 and add turn lanes, thru lanes and signalization, as warranted, at SR 81, US 331 and SR 85. Improvements done either concurrent or before widening of Interstate 10. Improvements at US Hwy 331 South should be able to accommodate exclusive transit lanes or queue jump facilities. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| D-27b | Intersection | I-10 Interchange | | Bob Sikes Rd | Construct I-10 Interchange | A need for an additional I-10 interchange has been identified and 5 different locations along I-10 in DeFuniak Springs have been identified for that construction. This option is located at I-10 and Bob Sikes Rd. This project would greatly improve connectivity between DeFuniak Springs and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents. It will allow for the widening of the on and off ramps to Interstate 10 and add turn lanes, thru lanes and signalization, as warranted, at SR 81, US 331 and SR 85. Improvements done either concurrent or before widening of Interstate 10. Improvements at US Hwy 331 South should be able to accommodate exclusive transit lanes or queue jump facilities. |
| D-27c | Intersection | I-10 Interchange | | CR 280A | Construct I-10 Interchange | A need for an additional I-10 interchange has been identified and 5 different locations along I-10 in DeFuniak Springs have been identified for that construction. This option is located at I-10 and CR 280A. This project would greatly improve connectivity between DeFuniak Springs and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents. This project would add a new interchange with Interstate 10 east of US Hwy 331 South at either CR 280A (East Alternative A) or CR 280 (East Alternative B). This will require an Interchange Justification Report (IJR) and a PD&E and will ideally be constructed before or in conjunction with widening of Interstate 10. |
| D-27d | Intersection | I-10 Interchange | | CR 280 | Construct I-10 Interchange | A need for an additional I-10 interchange has been identified and 5 different locations along I-10 in DeFuniak Springs have been identified for that construction. This option is located at I-10 and CR 280. This project would greatly improve connectivity between DeFuniak Springs and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents. |
| D-27e | Intersection | I-10 Interchange | | CR 183 | Construct I-10 Interchange | A need for an additional I-10 interchange has been identified and 5 different locations along I-10 in DeFuniak Springs have been identified for that construction. This option is located at I-10 and CR 183. This project would greatly improve connectivity between DeFuniak Springs and I-10. I-10 is also an evacuation route, so this improvement would assist with evacuating residents. |
| D-32 | Intersection | 83A East | 83A East | SR 20 | 83A East Intersection Improvements | A major intersection improvement will be constructed at the intersection of 83A East and SR 20. This project will improve the |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| | | | | | | intersection of 83A East and SR 20 to facilitate a safe and efficient travel along the respective roadways. |
| D-33 | Intersection | Blueridge Parkway & SR20 | Blueridge Parkway | SR 20 | Blueridge Parkway & SR20 Intersection Improvements | A major intersection improvement will be constructed at the intersection of Blueridge Parkway and SR 20. This project will improve the intersection of Blueridge Parkway and SR 20 to facilitate a safe and efficient travel along the respective roadways. |
| D-34 | Intersection | SR20 and US331 | SR 20 | US 331 | SR20 and US331 Intersection Improvements | A major intersection improvement will be constructed at the intersection of SR 20 and US 331. This project will improve the intersection of SR 20 and US 331to facilitate a safe and efficient travel along the respective roadways. |
| D-35 | Intersection | Mirage Ave | Mirage Ave | Mirage Ave | Major Intersection Improvements | A major intersection improvement will be constructed at the intersection of SR 85 and Mirage Ave. This project will improve the intersection of SR 85 and Mirage Ave to facilitate a safe and efficient travel along the respective roadways. |

## Systemwide Projects

| 2045 Needs ID by Category | Project Type | Project Name | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|
| E-01 | Systemwide | Advanced Traffic Management Systems Enhancements – Okaloosa/Walton Counties | Upgrade existing traffic control system and traffic device operations | Ensuring the TPO-wide Advanced Traffic Management System is up to date, upgraded, and outfitted with enhancements will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the ATMS system will also set the TPO area up for success with respect to evacuation in the event of a coastal natural disaster. |
| E-02 | Systemwide | Alternative Fuel Stations – Okaloosa/Walton Counties | Develop and implement alternative fueling stations throughout Walton and Okaloosa Counties | Ensuring the TPO-wide Advanced Traffic Management System is up to date, upgraded, and outfitted with enhancements will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the ATMS system will also set the TPO area up for success with respect to evacuation in the event of a coastal natural disaster. |
| E-03 | Systemwide | Areawide Signal System Operations - Okaloosa County | Upgrades to existing traffic control device operations | Ensuring the TPO-wide Signal System is up to date, upgraded, and outfitted with enhancements will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the Signal System Operations System will also set the TPO area up for success with respect to evacuation in the event of a coastal natural disaster. |

| 2045 Needs ID by Category | Project Type | Project Name | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|
| E-04 | Systemwide | Areawide Signal System Operations - Walton County | Upgrades to existing traffic control device operations | Ensuring the TPO-wide Signal System is up to date, upgraded, and outfitted with enhancements will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the Signal System Operations System will also set the TPO area up for success with respect to evacuation in the event of a coastal natural disaster. |
| E-05 | Systemwide | Bicycle and Pedestrian Program | Planning and implementation of bicycle and pedestrian projects in Okaloosa and Walton Counties | Planning for multi-modal transportation options such as bicycles and pedestrians is key to reducing traffic congestion along roadways in the TPO. Cities should be well planned to support bike and pedestrian travel to ensure the safety of these vulnerable roadway users. These funds will allow the TPO to make bicyclists and pedestrians a priority and improve their comfort and safety when using roads within the TPO area. |
| E-06 | Systemwide | Corridor Management Improvement Projects - Okaloosa/Walton Counties | Implementation of Corridor Management projects identified in corridor management studies | Planning for multi-modal transportation options such as bicycles, pedestrians, public transit, and micromobility is key to reducing traffic congestion along roadways in the TPO. These funds will allow the TPO to implement treatments set forth in the corridor management studies completed throughout the region to best meet the needs of car-alternate transportation users. |
| E-07 | Systemwide | Corridor Management Program - Okaloosa/Walton Counties | Conduct corridor management studies in TPO | Planning for multi-modal transportation options such as bicycles, pedestrians, public transit, and micromobility is key to reducing traffic congestion along roadways in the TPO. These funds will allow the TPO to conduct studies throughout the region to determine how to best meet the needs of car-alternate transportation users. |
| E-08 | Systemwide | Crestview Alternative Fueling Station | Add alternate fueling stations | Implementing alternate fuel filling stations around the TPO area will set the Okaloosa-Walton TPO up for success as vehicle manufacturers make a move away from fossil fuel-based engines for the single family vehicles. It will also promote an environmentally conscious method of planning for the future to protect the existing wildlife, waterways, and greenspace. |
| E-09 | Systemwide | Destin Alternative Fueling Station | Add alternate fueling stations | Implementing alternate fuel filling stations around the TPO area will set the Okaloosa-Walton TPO up for success as vehicle manufacturers make a move away from fossil fuel-based engines for the single family vehicles. It will also promote an environmentally conscious method of planning for the future to protect the existing wildlife, waterways, and greenspace. |
| E-10 | Systemwide | Downtown Core | Develop and implement a Downtown Master Plan for Fort Walton Beach | This project would provide for the study and creation of a Downtown Master Plan for the Fort Walton Beach Area. AS an area that sees high growth and tourism annually, it is important that Fort Walton Beach has a clear plan for expansion and future development so that it can continue to meet the needs of its residents and visitors. |
| E-11 | Systemwide | Eglin Parkway | Improve existing signalized intersections along Eglin parkway | Ensuring the existing network of traffic signals is up to date, upgraded, and outfitted with enhancements, will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the network of traffic signals will also set the area up for success with respect to evacuation in the event of a coastal natural disaster. |

| 2045 Needs ID by Category | Project Type | Project Name | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|
| E-12 | Systemwide | Fort Walton Beach Alternative Fueling Station | Add alternate fueling stations | Implementing alternate fuel filling stations around the TPO area will set the Okaloosa-Walton TPO up for success as vehicle manufacturers make a move away from fossil fuel-based engines for the single family vehicles. It will also promote an environmentally conscious method of planning for the future to protect the existing wildlife, waterways, and greenspace. |
| E-13 | Systemwide | North Walton/ DeFuniak Springs Alternative Fueling Station | Add alternate fueling stations | Implementing alternate fuel filling stations around the TPO area will set the Okaloosa-Walton TPO up for success as vehicle manufacturers make a move away from fossil fuel-based engines for the single family vehicles. It will also promote an environmentally conscious method of planning for the future to protect the existing wildlife, waterways, and greenspace. |
| E-14 | Systemwide | Public Transport Capital Improvements Program | Purchase replacement busses and or bus stop amenities in Okaloosa County | In order to promote the expansion and use of public transit in the TPO area, it is vital that the services are being offered and operated under the highest quality of products. This project will allow for the purchase of busses and amenities for users while waiting at bus stops. The intent of this project is to increase the number of public transit users. |
| E-15 | Systemwide | Regional ITS Program | Planning and implementation of a regional ITS program (Includes the construction of a traffic management center) | Ensuring the existing and planned expansions of the network of traffic signals is up to date, upgraded, and outfitted with enhancements, will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the network of traffic signals will also set the area up for success with respect to evacuation in the event of a coastal natural disaster. |
| E-16 | Systemwide | Regional Trails Program | Planning and implementation of a region-wide trails connection program | Ensuing that the existing trail network is connected increases the viability of its use and promotes use by more, and new users. This project will allow for the implementation of trail network projects that seek to establish connections to trails throughout the region. |
| E-17 | Systemwide | South Walton County Alternative Fuel Fueling station | Add alternate fueling stations | Implementing alternate fuel filling stations around the TPO area will set the Okaloosa-Walton TPO up for success as vehicle manufacturers make a move away from fossil fuel-based engines for the single family vehicles. It will also promote an environmentally conscious method of planning for the future to protect the existing wildlife, waterways, and greenspace. |
| E-18 | Systemwide | SR 20 and East Bay Loop Rd (Freeport) | Park-N-Ride Lot | Offering Park-N-Ride lots at strategic locations, and pairing them with well planned transit, can encourage the use of public transit and also reduce the number of vehicles on the roadway. These lots can be an excellent way of promoting commuters travel to work, and also allowing visitors to easily and efficiently access key areas throughout the TPO. |
| E-19 | Systemwide | SR 30 (US 98) - Emerald Bay Drive to Tang-O-Mar Drive | Landscaping of SR 30 | Community aesthetics are vital to maintaining and improving surrounding property values. Well planned landscaping can also add protection to bicyclists and pedestrians travelling along the roadway as well as slowing down traffic in the roadway. |
| E-20 | Systemwide | Crestview Community Center Parking | Park-N-Ride Lot | Offering Park-N-Ride lots at strategic locations, and pairing them with well planned transit, can encourage the use of public transit and also reduce the number of vehicles on the roadway. These lots can be an excellent way of promoting |

| 2045 Needs ID by Category | Project Type | Project Name | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|
| | | Lot - SR 85 to Commerce Dr | | commuters travel to work, and also allowing visitors to easily and efficiently access key areas throughout the TPO. |
| E-21 | Systemwide | SR 285 and US 90 (SR 10) at Mossy Head | Park-N-Ride Lot | Offering Park-N-Ride lots at strategic locations, and pairing them with well planned transit, can encourage the use of public transit and also reduce the number of vehicles on the roadway. These lots can be an excellent way of promoting commuters travel to work, and also allowing visitors to easily and efficiently access key areas throughout the TPO. |
| E-22 | Systemwide | Transportation Systems Management (TSM) Program | Implementation of a Transportation Systems Management program for TPO | Ensuring the existing and planned expansions of the network of Transportation Management is up to date, upgraded, and outfitted with enhancements, will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the network will also set the area up for success with respect to evacuation in the event of a coastal natural disaster. |
| E-23 | Systemwide | US 331 (SR 83) North of I-10 (SR 8) | Park-N-Ride Lot | Offering Park-N-Ride lots at strategic locations, and pairing them with well planned transit, can encourage the use of public transit and also reduce the number of vehicles on the roadway. These lots can be an excellent way of promoting commuters travel to work, and also allowing visitors to easily and efficiently access key areas throughout the TPO. |
| E-24 | Systemwide | US 98 (SR 30) at CR 393 | Park-N-Ride Lot | Offering Park-N-Ride lots at strategic locations, and pairing them with well planned transit, can encourage the use of public transit and also reduce the number of vehicles on the roadway. These lots can be an excellent way of promoting commuters travel to work, and also allowing visitors to easily and efficiently access key areas throughout the TPO. |
| E-25 | Systemwide | US 98 (SR 30) at the Fort Walton Beach Civic Auditorium | Park-N-Ride Lot | Offering Park-N-Ride lots at strategic locations, and pairing them with well planned transit, can encourage the use of public transit and also reduce the number of vehicles on the roadway. These lots can be an excellent way of promoting commuters travel to work, and also allowing visitors to easily and efficiently access key areas throughout the TPO. |
| E-26 | Systemwide | US 331 (SR 83) at Edgewood Circle | Park-N-Ride Lot | Offering Park-N-Ride lots at strategic locations, and pairing them with well planned transit, can encourage the use of public transit and also reduce the number of vehicles on the roadway. These lots can be an excellent way of promoting commuters travel to work, and also allowing visitors to easily and efficiently access key areas throughout the TPO. |
| E-27 | Systemwide | US 90 and Highway 4 | Park-N-Ride Lot | Offering Park-N-Ride lots at strategic locations, and pairing them with well planned transit, can encourage the use of public transit and also reduce the number of vehicles on the roadway. These lots can be an excellent way of promoting commuters travel to work, and also allowing visitors to easily and efficiently access key areas throughout the TPO. |
| E-28 | Systemwide | Walton Areawide Traffic Signal System Operations | Purchase and Installation of Traffic Control Systems in the county | Ensuring the existing and planned expansions of the network of traffic signals is up to date, upgraded, and outfitted with enhancements, will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the network of traffic signals will also set the area up for success with respect to evacuation in the event of a coastal natural disaster. |

| 2045 Needs ID by Category | Project Type | Project Name | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|
| E-29 | Systemwide | Walton County Maintenance and Compensation of Traffic Signals on State Roads | Purchase and Installation of traffic signals on state road in the county | Ensuring the existing and planned expansions of the network of traffic signals is up to date, upgraded, and outfitted with enhancements, will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the network of traffic signals will also set the area up for success with respect to evacuation in the event of a coastal natural disaster. |
| E-30 | Systemwide | Walton County ITS Full Deployment | Deployment of the Walton County ITS Communication System | Ensuring the existing and planned expansions of the network of ITS is up to date, upgraded, and outfitted with enhancements, will help ensure that traffic flows for both residents and tourists will be as efficient as possible. Updating the network will also set the area up for success with respect to evacuation in the event of a coastal natural disaster. |
| E-31 | Systemwide | Community Technical Assistance Planning Grant | Data collection and vision planning for the city of Crestview | With the ongoing growth within the City of Crestview, it is important that future planning and expansion be done with a clear vision. This project will allow for data collection and the creation of a plan for the city to guide its growth. |

## Transit Projects

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-01 | Transit | SR 189 (Beal Pkwy) | SR 189 | US 98 | Public Transit Stops | The EC Rider system and its riders would benefit from additional transit stops being added along SR 189 between US 98 and Mary Esther Boulevard. These additional stops would also have the ability to increase ridership of the EC Rider service in the area. |
| F-02 | Transit | SR 20/ SR 293 | Niceville | Destin | Express Transit Service | This project would allow for the creation of a new transit route along SR 293 servicing a main north/south corridor for the area and is along a designated hurricane evacuation route. This would provide key access for tourists and commuter down to the beaches and north toward Niceville. |
| F-03 | Transit | Transit Circulator along Scenic Gulf Dr | Transit Circulator along Scenic Gulf Dr | US 98 (SR 30) | Waterborne Transit Service | The Scenic Gulf Drive Circulator would provide transit services along the beaches which would promote car alternate transportation for tourists and commuters living and working in the area. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-04 | Transit | 30A Transit Circulator Phase 1 | Inlet Beach | Hub at Watersound Beach Neighborhood Mobility Hub | Microtransit Circulator | Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys. The initial cost includes contribution towards microtransit vehicles. Additional funding would be obtained from advertisements, tourist development taxes and user fees. To be an effective mode of transport, frequency needs to be between 10 and 15 minutes per hour and at least 14 hours of operation. |
| F-05 | Transit | 30A Transit Circulator Phase 2 | Hub at Watersound Beach Neighborhood Mobility Hub | Eastern Lake/Greenway Station Neighborhood Mobility Hub | Microtransit Circulator | Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (golf carts or neighborhood electric vehicles). This would be a Phase 2 service to be further evaluated at a future date, based on demand for service. |
| F-06 | Transit | 30A Transit Circulator Phase 1 | Eastern Lake/Greenway Station Neighborhood Mobility Hub | Watercolor/ CR 395 Community Mobility Hub | Microtransit Circulator | Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys. The initial cost includes contribution towards microtransit vehicles. Additional funding would be obtained from advertisements, tourist development taxes and user fees. To be an effective mode of transport, frequency needs to be 15 minutes per hour and at least 12 hours of operation. |
| F-07 | Transit | 30A Transit Circulator Phase 1 | Seagrove Beach / CR 395 Neighborhood Mobility Hub | Grayton Beach Regional Mobility Hub/ CR 283 | Microtransit Circulator | This is the number one priority microtransit circulator and should feature the highest frequency and hours of operation of any route. Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys. The initial cost includes contribution towards microtransit vehicles. Additional funding would be obtained from advertisements, tourist development taxes and user fees. To be an effective mode of transport, frequency needs to be between 5 and 10 minutes per hour and at least 18 hours of operation during peak season. During off-peaks, frequencies should be between 10 and 15 minutes per hour and at least 14 hours of operation during peak season. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-08 | Transit | 30A Transit Circulator Phase 2 | Grayton Beach Regional Mobility Hub/ CR 283 | Blue Mountain Community Mobility Hub/ CR 83 | Microtransit Circulator | Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (golf carts or neighborhood electric vehicles). This would be a Phase 2 service to be further evaluated at a future date, based on demand for service. |
| F-09 | Transit | 30A Santa Rosa Beach Transit Circulator Loop Phase 2 | Blue Mountain Community Mobility Hub/ CR 83 | Gulf Place Community Mobility Hub/ CR 393 | Microtransit Circulator | Proposed transit circulator loop running along 30A, US 98, CR 83 and CR 393 serving Blue Mountain Beach, Gulf Place, Santa Rosa Beach and US 98. Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (golf carts or neighborhood electric vehicles). This would be a Phase 2 service to be further evaluated at a future date, based on demand for service. |
| F-10 | Transit | 30A Transit Circulator Phase 1 | Gulf Place Community Mobility Hub/ CR 393 | Dune Allen Beach Neighborhood Mobility Hub | Microtransit Circulator | This is the number two priority microtransit circulator and should feature the 2nd highest frequency and hours of operation of any route. Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys. The initial cost includes contribution towards microtransit vehicles. Additional funding would be obtained from advertisements, tourist development taxes and user fees. To be an effective mode of transport, frequency needs to be between 7.5 and 10 minutes per hour and at least 16 hours of operation during peak season. During off-peaks, frequencies should be between 10 and 15 minutes per hour and at least 14 hours of operation during peak season. |
| F-11 | Transit | 30A to Grand Blvd Transit Circulator Phase 2 | Dune Allen Beach Neighborhood Mobility Hub | Grand Boulevard Neighborhood Mobility Hob | Microtransit Circulator | Proposed transit circulator route connecting Dune Allen and Grand Blvd and stopping at Neighborhood Mobility Hubs along US 98. Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (golf carts or neighborhood electric vehicles). This would be a Phase 2 service to be further evaluated at a future date, based on demand for service. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-12 | Transit | Grayton Beach Transit Circulator Phase 1 | Grayton Beach Regional Mobility Hub/ CR 283 | Grayton Beach Neighborhood Mobility Hub | Microtransit Circulator | This route represented the County's first proof of concept transit circulator route and was extremely successful. Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys. The initial cost includes contribution towards microtransit vehicles. Additional funding would be obtained from advertisements, tourist development taxes and user fees. To be an effective mode of transport, frequency needs to be between 7.5 and 10 minutes per hour and at least 16 hours of operation during peak season. During off-peaks, frequencies should be between 10 and 15 minutes per hour and at least 14 hours of operation during peak season. |
| F-13 | Transit | Blue Mountain Beach Transit Circulator Phase 1 | Blue Mountain Community Mobility Hub/ CR 83 | Blue Mountain Beach Neighborhood Mobility Hubs | Microtransit Circulator | Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys. The initial cost includes contribution towards microtransit vehicles. Additional funding would be obtained from advertisements, tourist development taxes and user fees. To be an effective mode of transport, frequency needs to be between 7.5 and 10 minutes per hour and at least 16 hours of operation during peak season. During off-peaks, frequencies should be between 10 and 15 minutes per hour and at least 14 hours of operation during peak season. |
| F-14 | Transit | South County Center Transit Circulator Phase 2 | South County Center Community Mobility Hub (US 331) | Grayton Beach Regional Mobility Hub/ CR 283 | Microtransit Circulator | Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (golf carts or neighborhood electric vehicles). This would be a Phase 2 service to be further evaluated at a future date, based on demand for service. |
| F-15 | Transit | County Sports Complex Transit Circulator Phase 2 | Walton Sports Complex Community Mobility Hub | Watercolor/ CR 395 Community Mobility Hub | Microtransit Circulator | Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (golf carts or neighborhood electric vehicles). This would be a Phase 2 service to be further evaluated at a future date, based on demand for service. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-16 | Transit | Inlet Beach to Watersound Transit Circulator Phase 2 | Inlet Beach Regional Beach Access | 30A & Watersound Parkway | Microtransit Circulator | Microtransit circulator service connecting Inlet Beach and Watersound via US 98 and Watersound Parkway. Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (golf carts or neighborhood electric vehicles). This would be a Phase 2 service to be further evaluated at a future date, based on demand for service. |
| F-17 | Transit | Watersound Transit Circulator Loop Phase 2 | Watersound Parkway Regional mobility Hub | Watersound Parkway Regional Mobility Hub | Microtransit Circulator | Microtransit circulator service servicing Watersound along US 98, Watersound Parkway and Internal Routes. Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (golf carts or neighborhood electric vehicles). This route would be further evaluated as Watersound develops. |
| F-18 | Transit | US Hwy 98 Transit Service | 30A East | Miramar Beach Regional Mobility Hub | Transit Route | Future transit route serving the US 98 corridor with stops at Mobility Hubs. Frequency and span of service to be determined at a future date based on demand. |
| F-19 | Transit | US 331 Enhanced Transit | DeFuniak Springs | South County Center Community Mobility Hub | Enhanced Transit Route | Enhanced transit route serving the US 331 corridor with stops at DeFuniak Springs, Freeport and the South County Center. Frequency and span of service to be determined at a future date based on demand. |
| F-20 | Transit | Scenic 98 Transit Circulator Phase 1 (Top Priority) | Miramar Beach Regional Mobility Hub | Driftwood Drive & US 98 Community Mobility Hubs | Microtransit Circulator | This is the number one priority microtransit circulator for Miramar Beach and should feature the highest frequency and hours of operation of any route. Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys. The initial cost includes contribution towards microtransit vehicles. Additional funding would be obtained from sources such as advertisements, tourist development taxes and user fees. To be an effective mode of transport, the ideal frequency needs to be between 5 and 10 minutes per hour and at least 18 hours of operation during peak season. During off-peaks, frequencies could be between 10 and 15 minutes per hour and at least 10 hours of operation during peak season. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-21 | Transit | Sandestin Transit Circulator Phase 2 | Grand Blvd Neighborhood Mobility Hub | Miramar Beach Regional Mobility Hub | Microtransit Circulator | Microtransit circulator service and cost will vary based on season, frequency of service (headways), hours of operation (span of service), and types of microtransit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles, and trolleys. The initial cost includes contribution towards microtransit vehicles. Additional funding could be obtained from sources such as advertisements, tourist development taxes and user fees. To be an effective mode of transport, ideally frequency needs to be between 7.5 and 10 minutes per hour and at least 16 hours of operation during peak season. During off-peaks, frequencies should be between 15 and 20 minutes per hour and at least 8 hours of operation during peak season. |
| F-22 | Transit | US Hwy 98 Transit Service | Miramar Beach Regional Mobility Hub | US 98 Community Mobility Hub & Future Okaloosa County / Destin Mobility Hub | Transit Route | Future transit route serving the US 98 corridor with stops at Mobility Hubs. Frequency and span of service to be determined at a future date based on demand. |
| F-23 | Transit | Driftwood Community Mobility Hub | North of Scenic 98 on Driftwood Drive | | Mobility Hub | Community Mobility Hub serving Miramar Beach. 300 spot parking area on existing County property, that may eventually become a parking structure based on demand. |
| F-24 | Transit | US 98 West Community Mobility Hub | US Hwy 98 east of Ellis Road | | Mobility Hub | Community Mobility Hub with direct access to US 98 serving Miramar Beach. 200 plus spot parking area on existing County property, that may eventually become a parking structure or regional mobility hub based on demand and the ability to provide a regional mobility hub at US 98 and Scenic 98. The Hub would also serve as transfer point for future Miramar to Destin Transit. |
| F-25 | Transit | Miramar Beach Regional Mobility Hub | Vicinity of US 98 and Scenic 98 | | Mobility Hub | Regional Mobility Hub serving Scenic 98 with primary service to Miramar Beach. The Miramar Beach Regional Mobility Hub is the primary component in creating an overall Park-Once Environment for Scenic 98. The Regional Mobility Hub will feature multiple micromobility and microtransit services and offer shared mobility services and programs as well as a 400 space parking structure. The County does not own land near the Scenic 98 and US Hwy 98 intersection. The County will likely need to purchase land or preferably enter into a public private partnership to secure the necessary land to construct a Regional Mobility Hub. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-26 | Transit | Seascape Neighborhood Mobility Hub | Scenic 98 between Seascape Blvd and Holiday Road | | Mobility Hub | Neighborhood Mobility Hub serving Seascape. Proposed phase 1 microtransit circulator connection and multimodal lanes on Scenic 98. Assumes public / private partnership on land availability. |
| F-27 | Transit | Sandestin Neighborhood Mobility Hub | Vicinity of US 98 and Sandestin Blvd | | Mobility Hub | Neighborhood Mobility Hub serving Sandestin. Proposed phase 2 microtransit circulator connection and multimodal lanes on US Hwy 98. Assumes public / private partnership on land availability. |
| F-28 | Transit | Grand Blvd Neighborhood Mobility Hub | Within the Grand Blvd Development | | Mobility Hub | Neighborhood Mobility Hub serving Sandestin. Proposed phase 2 microtransit circulator connection and multimodal lanes on US Hwy 98. Assumes public / private partnership on land availability. |
| F-29 | Transit | Grayton Beach Regional Mobility Hub (#1 Priority) | CR 283, north of 30A | | Mobility Hub | Regional Mobility Hub serving the 30A corridor with primary service to Grayton Beach, Seaside & Watercolor. The Grayton Regional Mobility Hub is the primary component in creating an overall Park-Once Environment. The Regional Mobility Hub may eventually offer shared mobility services and programs. A surface parking lot is planned as an interim measure. Longer term, a 400 to 600 space parking structure on existing County owned property maybe warranted. For cost estimation, 500 spaces utilized. |
| F-30 | Transit | Gulf Place Community Mobility Hub (#2 Priority) | CR 393, just north of 30A | | Mobility Hub | Community Mobility Hub serving Dune Allen, Gulf Place, and Santa Rosa Beach. A surface parking lot is planned as an interim measure. Longer term, a 200 to 300 space parking structure on existing County owned property maybe warranted. For cost estimation, 250 spaces utilized. |
| F-31 | Transit | Grayton Beach Neighborhood Mobility Hub (#3 Priority) | Located at Grayton Beach off DeFuniak Street, south of 30A | | Mobility Hub | Neighborhood Mobility Hub serving Grayton Beach Regional Beach Access. Proposed phase 1 microtransit circulator connection to Grayton Beach Regional Mobility Hub. Initial cost estimate for amenities, land and improvements assuming 1/8 of an acre, plus location. |
| F-32 | Transit | Dune Allen Beach Neighborhood Mobility Hub (#4 Priority) | Several potential locations are being considered along 30A, between CR 393 and Bishop Road, in close proximity to regional beach access. | | Mobility Hub | Neighborhood Mobility Hub serving Dune Allen Beach and Ft. Panic Regional Beach Access. Proposed microtransit circulator and multimodal way connection to Gulf Place Community Mobility Hub. Initial cost estimate for amenities, land and improvements assuming 1/4 of an acre. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-33 | Transit | Seacrest Neighborhood Mobility Hub (#5 Priority) | Several potential locations are being considered along 30A, between Watersound Parkway and the Hub, in close proximity to beach access. | | Mobility Hub | Neighborhood Mobility Hub serving Neighborhood & Regional Beach Access. Proposed phase 1 microtransit circulator connection and multimodal lanes on 30A. Initial cost estimate for amenities, land and improvements assuming 1/4 of an acre. |
| F-34 | Transit | Seagrove Beach Neighborhood Mobility Hub (#6 Priority) | Several potential locations are being considered along 30A, between CR 395 and Eastern Lake, in close proximity to beach access. | | Mobility Hub | Neighborhood Mobility Hub serving Seagrove Neighborhood & Regional Beach Access. Proposed phase 1 microtransit circulator connection and shared street / multimodal lanes to Eastern Lake and Seagrove Beach. Initial cost estimate for amenities, land and improvements assuming 1/8 of an acre, plus location. |
| F-35 | Transit | CR 395 Community Mobility Hub | Several potential locations are being considered on CR 395 between 30A and Watersound. | | Mobility Hub | Community Mobility Hub serving Seagrove Beach and Seaside. A surface parking lot is planned as an interim measure. Longer term, a 250 space parking structure on existing County owned property maybe warranted. |
| F-36 | Transit | Inlet Beach Community Mobility Hub | Several potential locations are being considered within Inlet Beach, south of US Hwy 98. | | Mobility Hub | Community Mobility Hub serving Aly, Inlet, Rosemary & Seacrest Beaches. A 125 spot surface parking area with community amenities, on 2 plus acres of land would meet immediate and longer term needs. |
| F-37 | Transit | Watercolor / Seaside Neighborhood Mobility Hub | The existing community parking area between Seaside and Watercolor serving the Van Ness Butler Jr. Regional Beach Access. | | Mobility Hub | Neighborhood Mobility Hub serving Van Ness Butler Jr. Regional Beach Access. Proposed phase 1 microtransit circulator connection to Grayton Beach Regional Mobility Hub. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-38 | Transit | Blue Mountain Beach Community Mobility Hub | Several potential locations are being considered in close proximity to the 30A and CR 83 intersection, serving Blue Mountain Beach. | | Mobility Hub | Community Mobility Hub serving Blue Mountain Beach. 50 to 100 spot surface parking area with community amenities, plus 1/2 acre of land. |
| F-39 | Transit | Watersound Beach Neighborhood Mobility Hub | Potential location at the Hub | | Mobility Hub | Neighborhood Mobility Hub serving the Hub. Proposed phase 1 microtransit circulator connection and multimodal lanes on 30A. Assumes public / private partnership on land availability. |
| F-40 | Transit | Santa Rosa Beach Neighborhood Mobility Hub | Several potential locations along 30A, east of CR 393, in Santa Rosa Beach. | | Mobility Hub | Neighborhood Mobility Hub serving Santa Rosa Beach Neighborhood Beach Access. Proposed phase 2 microtransit circulator and multimodal lane connection to Gulf Place Community Mobility Hub. Initial cost estimate for amenities, land and improvements assuming 1/8 of an acre. |
| F-41 | Transit | Watercolor / 395 Neighborhood Mobility Hub | Several potential locations are being considered in close proximity to the 30A and CR 395 intersection, serving Seagrove Beach. | | Mobility Hub | Neighborhood Mobility Hub serving Seagrove Neighborhood & Regional Beach Access. Proposed phase 1 microtransit circulator connection and shared street / multimodal lanes to Eastern Lake and Seagrove Beach. Initial cost estimate for amenities, land and improvements assuming 1/4 of an acre. |
| F-42 | Transit | Watersound Origins Regional Mobility Hub | Within Watersound Origins, in close proximity to the US Hwy 98 and Watersound Parkway intersection. | | Mobility Hub | Potential Regional Mobility Hub serving 30A East. There are limited opportunities to acquire parcels greater than one acre in size outside of Inlet Beach north of US 98. There is a significant existing need and there will be an even greater need as Watersound build-out to create a park once environment for 30A East. All existing neighborhood beach access connections in Seacrest are over capacity. Deer Lake State Park and Inlet Beach are really the only two opportunities for public beach access, pending resolution of the customary use matter. 30A is largely at capacity today and cannot accommodate additional traffic from Watersound. There needs to be a unified approach to mobility serving 30A East. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-43 | Transit | Alys Beach Neighborhood Mobility Hub | Location within Alys Beach | | Mobility Hub | Neighborhood Mobility Hub serving Alys and Seacrest Beach. Proposed phase 1 microtransit circulator connection and multimodal ways on 30A. Assumes public / private partnership on land availability. |
| F-44 | Transit | Rosemary Beach Neighborhood Mobility Hub | Location within Rosemary Beach | | Mobility Hub | Neighborhood Mobility Hub serving Rosemary and Seacrest Beach. Proposed phase 1 microtransit circulator connection and multimodal ways on 30A. Assumes public / private partnership on land availability. |
| F-45 | Transit | Greenway Station Neighborhood Mobility Hub | Location within Greenway Station development, just to the west of Eastern Lake. | | Mobility Hub | Neighborhood Mobility Hub serving Eastern Lake. Proposed phase 1 microtransit circulator connection and multimodal lanes on 30A. Privately provided mobility hub that will serve as possible basis for creating mobility hub requirements for new development. |
| F-46 | Transit | South County Center Community Mobility Hub | South County Center, off US 331, between Chat Holley and US Hwy 98. | | Mobility Hub | Community Mobility Hub serving Central and North Walton. 250 spot parking lot. County owns land. Would serve as 2nd phase of South Walton Park-Once Environment, depending on demand for the Grayton Regional Mobility Hub. |
| F-47 | Transit | Walton County Sports Complex Community Mobility Hub | Community Mobility Hub serving Seagrove Beach, Seaside and Watersound. 250 spot parking lot. County owns land. Would serve as 2nd phase of South Walton Park-Once Environment, depending on demand for the 395 & 30A Community Mobility Hub and could serve as location of future parking garage if land is unavailable along 395. | | Mobility Hub | Community Mobility Hub serving Seagrove Beach, Seaside and Watersound. 250 spot parking lot. County owns land. Would serve as 2nd phase of South Walton Park-Once Environment, depending on demand for the 395 & 30A Community Mobility Hub and could serve as location of future parking garage if land is unavailable along 395. |

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| F-48 | Transit | Hospital / Mac Bayou Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and Mack Bayou intersection. | | Mobility Hub | Neighborhood Mobility Hub serving 30A west. Proposed phase 2 microtransit circulator connection and multimodal lanes north of US 98. Assumes public / private partnership on land availability. |
| F-49 | | 30A West Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and 30A West intersection. | | | Neighborhood Mobility Hub serving 30A west. Proposed phase 2 microtransit circulator connection and multimodal lanes north of US 98. Assumes public / private partnership on land availability. |
| F-50 | | Santa Rosa Beach Publix Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and Nellie Road intersection. | | | Neighborhood Mobility Hub serving 30A west. Proposed phase 2 microtransit circulator connection and multimodal lanes north of US 98. Assumes public / private partnership on land availability. |
| F-51 | | Super Wal-Mart Neighborhood Mobility Hub | Within proximity of the US Hwy 98 and W Hewett Road intersection. | | | Neighborhood Mobility Hub serving 30A west. Proposed phase 2 microtransit circulator connection and multimodal lanes north of US 98. Assumes public / private partnership on land availability. |
| F-52 | | Westbay Parkway Regional Mobility Hub | Within Watersound Origins, in close proximity to the US Hwy 98 and Westbay Parkway intersection. | | | Potential Regional Mobility Hub serving 30A East. There are limited opportunities to acquire parcels greater than one acre in size outside of Inlet Beach north of US 98. The type and size of a mobility hub at this location is largely dependent on the type of regional mobility hub, if any, provided at Watersound Parkway and US 98 or at Inlet Beach. Future demand in 30A is drive by Watersound and St. Joes and it will take a coordinated PPP to provide adequate levels of mobility. |

## Aspirational Projects

| 2045 Needs ID by Category | Project Type | Project Name | From | To | Improvement Description | Purpose & Need Statement |
|---|---|---|---|---|---|---|
| G-01 | Aspirational | AMTRAK Service Connecting New Orleans, LA and Orlando, FL | | | Construct new rail service with stop in DeFuniak that will utilize the station at Circle Drive, and improve pedestrian infrastructure through to US 90 | This project will allow for coordination of a large-scale regional rail project reaching from New Orleans, LA to Orlando, FL. As this rail route is planned, this project will allow for the development and construction of a commuter rail station in the City of DeFuniak Springs. This will encourage tourist travel to the area and will simultaneously create improvements for surrounding bicycle, pedestrian, and transportation infrastructure. |
| G-02 | Aspirational | I-10 to I-65 | | | Provide additional capacity | This project will allow for a more efficient and direct connection between the Okaloosa-Walton TPO area and Alabama. The connection will be accomplished through a planned roadway connecting Interstate 10 in the TPO area to Inters |

# Appendix H: Adopted 2045 Cost Feasible Plan

# Appendix H Cost Feasible Plan
# Non-SIS Projects (Present Day Costs)

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft) | Local Funds | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (Five Years) | 2031-2035 (Five Years) | 2036-2045 (Ten Years) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Box Fund Set-Aside** | | | | | | | | | | | | | | | | |
| E-03 | Area wide Traffic Signal System O & M (Okaloosa County) | 4097973 | $400,000 Annually for Operations and Maintenance for 20 years [Non-SIS Priority 1] | | | | | | | | $2,640,000 | $3,100,000 | $8,200,000 | $13,940,000 | $13,940,000 | |
| E-04 | Area wide Traffic Signal System O & M (Walton County) | 4097972 | $200,000 Annually for Operations and Maintenance for 20 years [Non-SIS Priority 1] | | | | | | | | $1,320,000 | $1,550,000 | $4,100,000 | $6,970,000 | $6,970,000 | |
| E-15 | Intelligent Transportation Systems (ITS) Advanced Traffic Management System (Okaloosa and Walton) | 220239 | $950,000 for TMC & $500,000 for Upgrades (one-time cost) [Non-SIS Priority 2] | | | | | | | | $660,000 | $736,250 | $973,750 | $2,370,000 | $2,370,000 | |
| None | Transportation Planning **Studies** (Okaloosa and Walton) | 4279293 | $1,000,000 Every 5 Years (4x over 20 year horizon) | | | | | | | | $1,320,000 | $1,550,000 | $4,100,000 | $6,970,000 | $6,970,000 | |
| None | Transportation Planning Study **Implementation Projects** (Okaloosa and Walton) | | $10,000,000 Every 5 Years (4x over 20 year horizon) | | | | | | | | $13,200,000 | $15,500,000 | $41,000,000 | $69,700,000 | $69,700,000 | |
| **SIS Projects Not Yet Identified on SIS Plan (to be reflected as Non-SIS until incorporated in SIS Plan)** | | | | | | | | | | | | | | | | |
| A-50 | US 98 Around the Mound (Fort Walton Beach) [SIS Priority 4] | 2202630 | SR 189 (Beal Parkway) | Brooks Bridge | Capacity realignment | PD&E | $ 1,470,000 | $ 1,000,000 | | $ 470,000 | $ - | $ - | $ - | $ - | $ 1,470,000 | $ - |
| | | | | | | PE | $ - | | | | $ 2,773,997 | $ - | $ - | $ 2,773,997 | $ 2,773,997 | |
| | | | | | | RW | $ - | | | | | $ 13,847,700 | $ - | $ 13,847,700 | $ 13,847,700 | |
| | | | | | | CST/CEI | $ - | | | | $ - | | $ 24,771,587 | $ 24,771,587 | $ 24,771,587 | |
| A-49 | US 98 (Okaloosa Island) | none | Brooks Bridge | Gulf Islands National Seashore | Provide 6 lanes of capacity | PD&E | | | | | $ 1,020,506 | $ - | | $ 1,020,506 | $ 1,020,506 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 2,396,643 | $ - | $ 2,396,643 | $ 2,396,643 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 3,169,754 | $ 3,169,754 | $ 3,169,754 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 18,226,085 | $ 18,226,085 | $ 18,226,085 | |
| **TIP and Local Projects (Non-SIS)** | | | | | | | | | | | | | | | | |
| D-16 | PJ Adams Parkway (Crestview) [Non-SIS Priority 11] | 4296753 | SR 85 | SR 85 | Intersection Improvements (TSM) Add Right Turn Lanes | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ 1,064,200 | $ 532,100 | | | $ - | $ - | $ - | $ - | $ 1,064,200 | |
| | | | | | | CST/CEI | $ 796,112 | $ 398,056 | | | | $ - | $ - | $ - | $ 796,112 | |
| B-26 | Okaloosa Island Bridge to Bridge Multi-Use Path [Non-SIS Priority 16] | | Pier Rd | Marler Bridge | Construct a multi-use facility | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | TDC Funded $4M | | | $ - | $ - | $ - | $ - | $ - | |
| E+C | Destin Cross Town Connector (Destin) | 4405531 & Local 1 | Benning Drive | Beach Drive | New Road Construction | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ 1,700,000 | | | | $ - | $ - | $ - | $ - | $ 1,700,000 | |
| | | | | | | CST/CEI | $ 6,000,000 | $ 6,000,000 | | | $ - | $ - | $ - | $ - | $ 6,000,000 | |
| E+C | PJ Adams / Antioch Road (Crestview) | Local 2 | I-10 | SR 10 (US 90) | Add Lanes / New Road Construction | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 26,800,000 | $ 26,800,000 | | | $ - | $ - | $ - | $ - | $ 26,800,000 | |
| E+C | East-West Connector (Crestview) | Local 3 | Antioch Road | Physician's Drive | New Road Construction | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 4,200,000 | $ 4,200,000 | | | $ - | $ - | $ - | $ - | $ 4,200,000 | |
| E+C | John King Road (Crestview) | 4450151 | SR 85 | Live Oak Church Road | Intersection Improvements (TSM) | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 1,114,856 | $ 1,114,856 | | | $ - | $ - | $ - | $ - | $ 2,229,712 | |
| E+C | SR 188 (Racetrack Road) (Fort Walton Beach) | 4418841 | Marwalt Drive | Marwalt Drive | Intersection Improvements (TSM) | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 491,801 | | | | $ - | $ - | $ - | $ - | $ 491,801 | |
| E+C | SR 188 (Racetrack Road) (Fort Walton Beach) | 4419321 | Denton Blvd | Denton Blvd | Intersection Improvements (TSM) | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 1,016,992 | | | | $ - | $ - | $ - | $ - | $ 1,016,992 | |
| E+C | SR 85 (Destin - Fort Walton Beach Airport / Eglin Air Force Base) | 4498671 | Nomad Way | Nowad Way | Intersection Improvements (TSM) Turn Lane Extensions | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 566,015 | | ARPA | $ 481,050 | $ - | $ - | $ - | $ - | $ 566,015 | |
| E+C | US 90 (Crestview) | 4498661 | Mount Olive Road | Mount Olive Road | Intersection Improvements (TSM) EB Left and WB Right Turn Lanes | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 416,106 | | ARPA | $ 353,832 | $ - | $ - | $ - | $ - | $ 416,106 | |

# Non-SIS Projects (Present Day Costs)

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft) | Local Funds | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (Five Years) | 2031-2035 (Five Years) | 2036-2045 (Ten Years) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TPO Adopted Priorities (Non-SIS)** | | | | | | | | | | | | | | | | |
| A-65 option a and b | Crestview Bypass West [Non-SIS Priority 6] | 438139 | US 90 | Old Bethel Rd | Provide 4 lanes of Capacity | PD&E | | | | | $ 2,640,000 | $ - | $ - | $ 2,640,000 | $ 2,640,000 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 6,975,000 | $ - | $ 6,975,000 | $ 6,975,000 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 51,250,000 | $ 51,250,000 | $ 51,250,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 60,625,252 |
| A-31 | SR 20 (Freeport) [Non-SIS Priority 7] | 2206357 | King Rd | Black Creek Rd | Provide 4 lanes of Capacity | PD&E | | | | | Complete | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 4,675,000 | | ACFP | $ 4,675,000 | $ - | $ - | $ - | $ - | $ 4,675,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 108,810,000 | $ - | $ 108,810,000 | $ 108,810,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 139,840,000 |
| A-15 | Hollywood Boulevard Extension (Mary Esther) [Non-SIS Priority 8] | | US 98 | Hill Ave | Construct a new 2 lane facility | PD&E | | | | | $ 782,760 | $ - | $ - | $ 782,760 | $ 782,760 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 2,614,794 | $ - | $ 2,614,794 | $ 2,614,794 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 6,757,215 |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 9,700,041 |
| A-51 | West Bay Parkway (Walton to Bay County) [Non-SIS Priority 12] | 4244641 | US 98 | Bay Co. Line | Construct a new 4 lane facility | PD&E | | | | | Complete | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ 2,508,000 | $ - | $ - | $ 2,508,000 | $ 2,508,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 759,500 | $ - | $ 759,500 | $ 759,500 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 160,595,660 |
| F-02 | Express Transit Service [E-C Rider TDP] [Non-SIS Priority 13] | | Crestview / Niceville | Destin | Express Transit Service | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ 120,982 | $ - | $ - | $ 120,982 | $ 120,982 | |
| D-34 | SR 20 at US 331 (Freeport) [Walton Mobility Plan] | | At US 331 | At US 331 | Intersection Improvements | PD&E | | | | | In A-31 | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | In A-31 | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ 2,006,343 | $ - | $ - | $ 2,006,343 | $ 2,006,343 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ 5,418,648 | $ - | $ 5,418,648 | $ 5,418,648 | |
| A-61 | Water Tower Road Connector (Freeport) [Walton Mobility Plan] | | US 331 | US 331 | Construct new road | PD&E | | | | | $ 739,019 | $ - | $ - | $ 739,019 | $ 739,019 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,735,575 | $ - | $ 1,735,575 | $ 1,735,575 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 2,295,438 | $ 2,295,438 | $ 2,295,438 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 13,198,770 | $ 13,198,770 | $ 13,198,770 | |
| A-62 & A-77 | Marquis Way West Connector / Shipyard Road (Freeport) [Walton Mobility Plan] | | Shipyard Road / SR 83A | Marquis Way / West Extension | Construct new road | PD&E | | | | | $ 453,285 | $ - | $ - | $ 453,285 | $ 453,285 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,064,535 | $ - | $ 1,064,535 | $ 1,064,535 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 1,407,934 | $ 1,407,934 | $ 1,407,934 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 8,095,641 | $ 8,095,641 | $ 8,095,641 | |
| A-34 | SR 293 (Specnce Parkway) [Mid Bay Bridge Authority] | | Range Road Interchange | SR 85 N | Provide 4 lanes of Capacity | PD&E | | | | | $ 7,809,383 | $ - | $ - | $ 7,809,383 | $ 7,809,383 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 18,340,219 | $ - | $ 18,340,219 | $ 18,340,219 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 68,036,294 |
| C-16 | US 90 Complete Streets Project (DeFuniak Springs) [Walton Mobility Plan] | | US 331 | East end of DeFuniak Springs City Limits | Road Diet and Complete Streets Improvements | PD&E | | | | | $ 457,447 | $ - | $ - | $ 457,447 | $ 457,447 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,074,308 | $ - | $ 1,074,308 | $ 1,074,308 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 8,169,939 | $ 8,169,939 | $ 8,169,939 | |
| A-59 | Park Alternate - Option 3 (De Funiak Springs) [Walton Mobility Plan] | | SR 83 | US 90 | Construct new road | PD&E | | | | | $ 719,502 | $ - | $ - | $ 719,502 | $ 719,502 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,689,740 | $ - | $ 1,689,740 | $ 1,689,740 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 2,234,818 | $ 2,234,818 | $ 2,234,818 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 12,850,210 | $ 12,850,210 | $ 12,850,210 | |
| A-60 | Bruce Avenue Extension (DeFuniak Springs) [Walton Mobility Plan] | | US 331 | 25th Street | Construct new road | PD&E | | | | | $ 956,300 | $ - | $ - | $ 956,300 | $ 956,300 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 2,245,859 | $ - | $ 2,245,859 | $ 2,245,859 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 2,970,329 | $ 2,970,329 | $ 2,970,329 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 17,079,395 | $ 17,079,395 | $ 17,079,395 | |
| B-44 | Baldwin Avenue Pedestrian Bridge and Trail (DeFuniak Springs) [Walton Mobility Plan] | | 11th Street | 16th Street (Over US 331) | Install Elevated Pedestrian Crossing for Schools | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ 264,000 | $ - | $ - | $ 264,000 | $ 264,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 310,000 | $ - | $ 310,000 | $ 310,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 11,070,000 | $ 11,070,000 | $ 11,070,000 | |
| D-01 | Intersection Realignment / Signal at PJ Adams / Antioch Rd / Crab Apple Ave (Crestview) | | PJ Adams / Antioch Road | Crab Apple | Intersection Improvements | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ 396,000 | $ - | $ - | $ 396,000 | $ 396,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 775,000 | $ - | $ 775,000 | $ 775,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 6,150,000 | $ 6,150,000 | $ 6,150,000 | |
| D-24 | US 90 at SR 85 (Crestview) | | at SR 85 | at SR 85 | Intersection Improvements | PD&E | | | | | $ 198,000 | $ - | $ - | $ 198,000 | $ 198,000 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 465,000 | $ - | $ 465,000 | $ 465,000 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 3,228,750 | $ 3,228,750 | $ 3,228,750 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 3,536,250 | $ 3,536,250 | $ 3,536,250 | |

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft) | Local Funds | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (Five Years) | 2031-2035 (Five Years) | 2036-2045 (Ten Years) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A-66 | US 98 Adaptive Signal Control System (Okaloosa County) | | Stahlman Avenue | Tequesta Drive | Install Adaptive Signal Control Systems | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ 750,000 | $ - | $ - | $ 750,000 | $ 750,000 | |
| A-67 | US 98 Adaptive Signal Control System (Walton County) | | S. Holiday Road | US 331 | Install Adaptive Signal Control Systems | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ |
| | | | | | | CST/CEI | $ - | | | | $ 800,000 | $ - | $ - | $ 800,000 | $ 800,000 | $ |
| B-52 | Elevated Pedestrian Bridge (Crestview) | | SR 85 | at Commerce Drive | Install Elevated Pedestrian Bridge for Schools | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ 200,000 | $ - | $ - | $ 200,000 | $ 200,000 | $ |
| | | | | | | RW | $ - | | | | $ - | $ 200,000 | $ - | $ 200,000 | $ 200,000 | $ |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 5,400,000 | $ 5,400,000 | $ 5,400,000 | $ |
| B-15 | Multi-Modal Facility (Sandestin / Santa Rosa Beach) [Walton Mobility Plan] | | Scenic Gulf Drive | MC Davis Boulevard | Multi-Use Trail | PD&E | | | | | **$ 356,051** | $ - | $ - | **$ 356,051** | **$ 356,051** | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 712,101 | $ - | $ 712,101 | $ 712,101 | $ |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 3,560,506 | $ 3,560,506 | $ 3,560,506 | $ |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 8,189,163 | $ 8,189,163 | $ 8,189,163 | $ |
| A-44a | US 90 (Fairchild Rd to Walton County Line) | | Fairchild Rd | SR 285/Mossy Head | Capacity Widening from 2 to 4 lanes | PD&E | | | | | $ | $ - | $ 2,411,251 | $ 2,411,251 | $ 2,411,251 | $ - |
| | | | | | | PE | $ - | | | | $ | $ - | $ 3,616,876 | $ 3,616,876 | $ 3,616,876 | $ - |
| | | | | | | RW | $ - | | | | $ - | $ | $ - | $ - | $ - | $ 18,084,379 |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ | $ - | $ - | $ 27,729,381 |
| A-44b | US 90 (Okaloosa County Line to US 331 North) | | SR 285/ Mossy Head | US 331 North | Capacity Widening from 2 to 4 lanes | PD&E | | | | | $ | $ - | $ - | $ - | $ - | $ 4,823,224 |
| | | | | | | PE | $ - | | | | $ | $ - | $ - | $ - | $ - | $ 7,234,837 |
| | | | | | | RW | $ - | | | | $ - | $ | $ - | $ - | $ - | $ 36,174,185 |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ | $ - | $ - | $ 55,467,083 |
| D-35 | SR 85 at Mirage Ave (2040 LRTP Amendment) | | at Mirage Ave | at Mirage Ave | Intersection Improvements | PD&E | | | | | $ 150,000 | $ - | $ - | $ 150,000 | $ 150,000 | $ - |
| | | | | | | PE | $ - | | | | $ | $ 300,000 | $ - | $ 300,000 | $ 300,000 | $ |
| | | | | | | RW | $ - | | | | $ - | $ | $ 2,325,000 | $ 2,325,000 | $ 2,325,000 | $ |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 1,725,000 | $ 1,725,000 | $ 1,725,000 | $ |
| D-25 | SR 85 at Redstone Ave (2040 LRTP Amendment) | | At Redstone Ave | At Redstone Ave | Intersection Improvements | PD&E | | | | | $ 150,000 | $ - | $ - | $ 150,000 | $ 150,000 | $ - |
| | | | | | | PE | $ - | | | | $ | $ 300,000 | $ - | $ 300,000 | $ 300,000 | $ |
| | | | | | | RW | $ - | | | | $ - | | $ 1,575,000 | $ 1,575,000 | $ 1,575,000 | $ |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 1,725,000 | $ 1,725,000 | $ 1,725,000 | $ |
| A-28 | South Walton North / South Connector [Walton County] | | CR 30A | US 98 | Construct new road | PD&E | | **Underway** | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ | $ - | $ - | $ - | $ - | $ 2,523,326 |
| | | | | | | RW | $ - | | | | $ - | $ | $ - | $ - | $ - | $ 2,523,326 |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ | $ - | $ - | $ 14,509,125 |

## Non-SIS Projects (Present Day Costs)

| | | | TIP Years FY 22-26 & FY 23-27 | Local Funds | | Federal Funds | 2026-2030 (Five Years) | 2031-2035 (Five Years) | 2036-2045 (Ten Years) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | *Totals* | $ 50,311,082 | $ 40,045,012 | $ - | $ 5,979,882 | $ 34,970,843 | $ 124,711,308 | $ 151,541,771 | $ 311,223,922 | $ 362,649,860 | $ 614,623,329 |
| | | | | | | | | | | | | |
| | **Box Funds** | | $0 | $0 | | $0 | $13,500,000 | $13,475,000 | $26,475,000 | $53,450,000 | $53,450,000 | $0 |
| | RW | | $2,764,200 | $532,100 | | $0 | $1,519,957 | $80,524,000 | $39,927,346 | $121,971,303 | $124,735,503 | $63,539,105 |
| | CST+CEI | | $41,401,882 | $38,512,912 | | $834,882 | $1,641,653 | $3,495,902 | $77,111,298 | $82,248,853 | $124,765,591 | $536,502,836 |
| | CST+CEI Funded (includes box funds) | | $41,401,882 | | | $834,882 | $15,141,653 | $16,970,902 | $103,586,298 | $135,698,853 | $178,215,591 | $536,502,836 |
| | check | | $44,166,082 | $39,045,012 | | $834,882 | $3,161,610 | $84,019,902 | $117,038,644 | $204,220,156 | $249,501,094 | $600,041,942 |
| | **RW + CST/CEI** | | $44,166,082 | $39,045,012 | | $834,882 | $3,161,610 | $84,019,902 | $117,038,644 | $204,220,156 | $249,501,094 | $600,041,942 |
| | *Subtotal* | | $44,166,082 | $39,045,012 | $0 | $834,882 | $16,661,610 | $97,494,902 | $143,513,644 | **$257,670,156** | $302,951,094 | $600,041,942 |
| | | | | | | | | | | $ 257,670,156 | | |
| **Available$** | **RW + CST/CEI** | | | | | | | | | | | |
| | *Present Day $* | | | | | | $ 82,000,000 | $ 75,340,000 | $ 118,540,000 | $ 275,880,000 | | |
| **Balance** | | | | | | | **$ 65,338,390** | **$ 43,183,488** | **$ 18,209,844** | **$ 18,209,844** | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | **Box Funds** | | $0 | $0 | | $0 | $1,000,000 | $1,000,000 | $2,000,000 | $4,000,000 | $4,000,000 | $0 |
| | PE | | $4,675,000 | $0 | | $4,675,000 | $4,701,513 | $26,216,406 | $3,616,876 | $34,534,795 | $39,209,795 | $9,758,163 |
| | PE Funded (includes box fun | | $4,675,000 | | | $4,675,000 | $5,701,513 | $27,216,406 | $5,616,876 | $34,534,795 | $39,209,795 | $9,758,163 |
| | PDE | | $1,470,000 | $1,000,000 | | $470,000 | $12,457,720 | $0 | $2,411,251 | $15,018,971 | $16,488,971 | $7,234,837 |
| | PDE Funded (includes box fu | | $1,470,000 | | | $470,000 | $13,457,720 | $1,000,000 | $4,411,251 | $19,018,971 | $20,488,971 | $7,234,837 |
| | check | | $6,145,000 | $1,000,000 | | $5,145,000 | $17,159,233 | $26,216,406 | $6,028,126 | $49,553,766 | $55,698,766 | $16,993,000 |
| | **PE + PD&E** | | $6,145,000 | $1,000,000 | | $5,145,000 | $17,309,233 | $26,216,406 | $6,028,126 | $49,553,766 | $55,698,766 | $14,581,388 |
| | *Subtotal* | | $ 6,145,000 | $ 1,000,000 | | $ 5,145,000 | $ 18,309,233 | $ 27,216,406 | $ 8,028,126 | **$ 53,553,766** | $ 59,698,766 | $ 14,581,388 |
| | | | | | | | | | | $ 53,553,766 | $ 59,698,766 | |
| **Available$** | **PD&E and PE** | | | | | | | | | | | |
| | *Present Day $* | | | | | | $ 16,400,000 | $ 15,068,000 | $ 23,708,000 | $ 55,176,000 | | |
| **Balance** | | | | | | | **$ 1,909,233** | **$ 14,057,640** | **$ 29,737,513** | **$ 1,622,234** | | |

# Non-SIS Projects (Present Day Costs)

| Available (Non-SIS+TMA and SU) | | | | |
|---|---|---|---|---|
| **Years** | | **Present Day Cost** | **Multiplier** | **YOE** |
| 2021-2025 | | $74,880,000 | 1.19 | 89,107,200 |
| 2026-2030 | | $82,000,000 | 1.32 | 108,240,000 |
| 2031-2035 | | $75,340,000 | 1.55 | 116,777,000 |
| 2036-2045 | | $118,540,000 | 2.05 | 243,007,000 |
| **FY 26-45 Total** | | **$275,880,000** | | **468,024,000** |
| | | | | |
| **Available Funds (Transit)** | | | | |
| **Years** | | **Present Day Cost** | **Multiplier** | **YOE** |
| 2021-2025 | | $22,010,000 | 1.19 | 26,191,900 |
| 2026-2030 | | $25,020,000 | 1.32 | 33,026,400 |
| 2031-2035 | | $23,300,000 | 1.55 | 36,115,000 |
| 2036-2045 | | $36,750,000 | 2.05 | 75,337,500 |
| | | **$85,070,000** | | **144,478,900** |

| O-W 2045 CFP $ Present Day | | |
|---|---|---|
| SIS | $ 795,048,972.34 | $795,048,972 |
| Roadway (Capacity + Intersection + ITS) Non-SIS | $ 289,115,397.28 | $289,115,397 |
| Public Transportation (includes box funds) | $ 91,653.00 | $91,653 |
| Bike / Ped | $ 11,600,000.00 | $11,600,000 |
| Mobility (Complete Streets) (includes box funds) | $ 49,024,988.85 | $49,024,989 |
| *Total (SIS and Non-SIS)* | $1,144,881,011.47 | $1,144,881,011 |

| ***Color Code:*** |
|---|
| $0,000 = State and Federal Funds |
| $0,000 = **PE Funds** |
| **$0,000 = Local Funds** |
| **$0,000 = Federal Funds Only (from TIP)** |
| **$0,000 = PD&E** |

# SIS Projects (Present Day Costs)

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft), SIS First Five | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (SIS Second Five Year Plan) | 2031-2035 (SIS LRTP) | 2036-2045 (SIS LRTP) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A-20, A-19, A-21 | I-10 [SIS Priority 10, 11] (SIS LRTP 3321) | 4130625 | Santa Rosa Co. Line | W of CR 189 (Log Lake Rd) | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 187,000 | | | $ 290,000 | $ - | $ - | $ 290,000 | $ 477,000 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 26,666,738 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 153,333,745 |
| A-20, A-19, A-18, D-13 | I-10 [SIS Priority 10, 11] (SIS LRTP 3321) | 4410381 | W of CR 189 (Log Lake Rd) | SR 85 | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 62,000 | | | $ - | $ 1,736,100 | $ - | $ 1,736,100 | $ 1,798,100 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | Not yet Identified |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | Not yet Identified |
| E+C-01 | I-10 Crestview Bypass West Antioch Interchange [Fully Funded, Under Construction as Design-Build] (SIS LRTP Project 3320) | 4079185 | CR 4 Antioch/PJ Adams | Arena Rd | New Interchange | PD&E | $ 450,553 | ACNP | $ 450,553 | Complete | $ - | $ - | $ - | $ 450,553 | $ - |
| | | | | | | PE | $ 3,443,382 | ACNP, NHPP | $ 3,381,812 | Complete | $ - | $ - | $ - | $ 3,443,382 | |
| | | | | | | RW | $ 6,257,400 | ACFP, SA | $ 6,257,400 | Underway | $ - | $ - | $ - | $ 6,257,400 | |
| | | | | | | CST/CEI | $ 94,991,327 | SIBF, ACNP | $ 24,371,915 | Underway (Design-Build) | $ - | $ - | $ - | $ 94,991,327 | |
| A-09 | I-10 Crestview Bypass East Interchange | TBD | TBD | TBD | New Interchange | PD&E | | | | $ - | $ - | $ - | $ - | $ - | $ 6,000,000 |
| | | | | | | PE | $ - | | | $ - | $ - | $ - | $ - | $ - | Not yet Identified |
| | | | | | | RW | | | | $ - | $ - | $ - | $ - | $ - | Not yet Identified |
| | | | | | | CST/CEI | | | | | $ - | $ - | $ - | $ - | Not yet Identified |
| A-20 | I-10 [SIS Priority 10, 11] | 4410382 | W of CR 189 (Log Lake Rd) | 2mi W of Wilkerson bluff Rd | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 287,000 | | | $ 290,000 | $ - | $ - | $ 290,000 | $ 577,000 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 11,040,369 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 63,482,124 |
| A-19 | I-10 [SIS Priority 10, 11] | 4410383 | 2mi W of Wilkerson Bluff Rd | E of Yellow River | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 811,268 | | | $ 480,000 | $ - | $ - | $ 480,000 | $ 1,291,268 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 15,626,369 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 89,851,621 |
| A-18 | I-10 [SIS Priority 10, 11] | 4410384 | E of Yellow River | SR 85 | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 1,107,500 | | | $ 881,000 | $ - | $ - | $ 881,000 | $ 1,988,500 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 20,891,776 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 120,127,711 |
| A-41 | SR 85 [SIS Priority 1] (SIS LRTP 3326) | 2201714 | SR 123 | McWhorter Ave | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 4,950,000 | ACNP | $ 4,500,000 | $ 4,950,000 | $ - | $ - | $ 4,950,000 | $ 9,900,000 | |
| | | | | | | RW | $ - | | | $ - | $ 6,620,337 | $ - | $ 6,620,337 | $ 6,620,337 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ 38,066,939 | $ 38,066,939 | $ 38,066,939 | |
| A-39 | SR 85 [SIS Priority 1] (SIS LRTP Project 3326) | 2201715 | McWhorter Ave | PJ Adams Pkwy | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 7,480,000 | ACNP | $ 6,800,000 | $ 6,490,000 | $ - | $ - | $ 6,490,000 | $ 13,970,000 | |
| | | | | | | RW | $ - | | | $ - | $ 6,520,408 | $ - | $ 6,520,408 | $ 6,520,408 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ 37,492,343 | $ 37,492,343 | $ 37,492,343 | |
| A-40 | SR 85 [SIS Priority 1] (SIS LRTP 3326) | 2201716 | PJ Adams Pkwy | I-10 | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 2,750,000 | ACNP | $ 2,750,000 | $ 1,650,000 | $ - | $ - | $ 1,650,000 | $ 4,400,000 | |
| | | | | | | RW | $ - | | | $ - | $ 2,072,595 | $ - | $ 2,072,595 | $ 2,072,595 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ 11,917,418 | $ 11,917,418 | $ 11,917,418 | |
| E+C-04 | US 98 [SIS Priority 2] (SIS LRTP 3488) | 2201963 | Santa Rosa Co. Line | E of Cody Ave Interchange | Add 2 to build 6 lanes | PD&E | Complete | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 579,000 | | | Underway | $ - | $ - | $ - | $ 579,000 | |
| | | | | | | RW | $ - | | | $ 34,200,000 | $ - | $ - | $ 34,200,000 | $ 34,200,000 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ 41,873,632 | $ - | $ 41,873,632 | $ 41,873,632 | |
| E+C-04 | US 98 [SIS Priority 9] (SIS LRTP 3489) | 2201964 | E of Cody Ave Interchange | Mary Esther Blvd | Add 2 to build 6 lanes | PD&E | Complete | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 207,000 | | | Underway | $ - | $ - | $ - | $ 207,000 | |
| | | | | | | RW | $ - | | | $ 2,566,942 | $ - | $ - | $ 2,566,942 | $ 2,566,942 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ 19,679,889 | $ - | $ 19,679,889 | $ 19,679,889 | |
| A-35 | US 98 [SIS Priority 3] (SIS LRTP 3493) | 4141327 | Calhoun Ave | Airport Rd | PD&E, Complete Streets/TSM | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 14,000 | | | $ 3,300,000 | $ - | $ - | $ 3,300,000 | $ 3,314,000 | |
| | | | | | | RW | $ - | | | $ - | $ 4,911,720 | $ - | $ 4,911,720 | $ 4,911,720 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ 49,959,000 | $ 49,959,000 | $ 49,959,000 | |

# SIS Projects (Present Day Costs)

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft), SIS First Five | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (SIS Second Five Year Plan) | 2031-2035 (SIS LRTP) | 2036-2045 (SIS LRTP) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D-21 | US 98 [SIS Priority 5] (SIS LRTP 3446) | 4141325 | | at Danny Wuerffel Way | Intersection Improvement | PD&E | | | | $ 1,000,000 | $ - | $ - | $ 1,000,000 | $ 1,000,000 | $ - |
| | | | | | | PE | $ - | | | $ - | $ 11,000,000 | $ - | $ 11,000,000 | $ 11,000,000 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 2,285,850 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 2,628,787 |
| E+C | US 98 [Fully Funded] | 4079185 | Mack Bayou Rd | CR 30A | Add 2 to build 6 lanes | PD&E | Complete | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | CST/CEI | $ 16,526,902 | | | $ - | $ - | $ - | $ - | $ 16,526,902 | $ - |
| A-45, D-22 | US 98 [SIS Priority 6, 8] (SIS LRTP 3494) | 4371791 | CR 30A | W of Phillips Inlet Bridge at Bay County Line | Add 2 to build 6 lanes, Interchange Improvement at US 331 | PD&E | $ 2,940,000 | DI | | $ - | $ - | $ - | $ - | $ 2,940,000 | $ - |
| | | | | | | PE | $ 16,538,500 | | | $ - | $ - | $ - | $ - | $ 16,538,500 | |
| | | | | | | RW | $ - | | | $ - | $ 10,000,000 | $ - | $ 10,000,000 | $ 10,000,000 | $ - |
| | | | | | | CST/CEI | $ - | | | $ - | $ 173,080,000 | $ - | $ 173,080,000 | $ 173,080,000 | $ - |
| A-45, D-22 | US 98 | 4397741 | US 331 Intersection | US 331 Intersecction | Intersection Improvement at US 331 (SB L Turn on US 331 and additional storage on US 98) | PD&E | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | CST/CEI | $ 2,068,684 | ACNP | $ 2,068,684 | $ - | $ - | $ - | $ - | $ 2,068,684 | $ - |
| E+C | US 331 Intersections (DeFuniak Springs) [Fully Funded] | 4436731 | US 331 Intersections DeFuniak Springs | US 331 Intersections DeFuniak Springs | Intersection Improvements between I-10 and US 90 in DeFuniak Springs | PD&E | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | RW | $ 1,125,000 | ACNP | $ 1,125,000 | $ - | $ - | $ - | $ - | $ 1,125,000 | $ - |
| | | | | | | CST/CEI | $ 6,913,142 | ACNP | $ 6,913,142 | $ - | $ - | $ - | $ - | $ 6,913,142 | $ - |
| E+C | US 98 Brooks Bridge [Fully Funded] | 4154742 | Brooks Bridge Replacement | Brooks Bridge Replacement | Brooks Bridge Replacement | PD&E | Complete | SA | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 1,324,000 | ACBR, NHBR | $ 1,324,000 | $ - | $ - | $ - | $ - | $ 1,324,000 | $ - |
| | | | | | | RW | $ 10,350,000 | | $ - | $ - | $ - | $ - | $ - | $ 10,350,000 | $ - |
| | | | | | | CST/CEI | $ 142,656,992 | | $ - | $ - | $ - | $ - | $ - | $ 142,656,992 | $ - |

# SIS Projects (Present Day Costs)

| Phase | TIP FY22-26, & FY23-27 (draft), SIS First Five | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (SIS Second Five Year Plan) | 2031-2035 (SIS LRTP) | 2036-2045 (SIS LRTP) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|
| **Phase** | **TIP Years FY 22-26 & FY 23-27** | | **Federal Funds** | **2026-2030 (Five Years)** | **2031-2035 (Five Years)** | **2036-2045 (Ten Years)** | **FY 26-45 Totals** | **FY22-45 Totals (adding TIPs)** | **Beyond 2045** |
| totals | $ 324,020,650 | | $ 59,942,506 | $ 56,097,942 | $ 277,494,680 | $ 137,435,700 | $ 471,028,322 | $ 795,048,972 | $ 511,935,092 |
| | | | | | | | | | |
| PD&E & PE | $ 43,131,203 | | $ 19,206,365 | $ 19,331,000 | $ 12,736,100 | $ - | $ 32,067,100 | $ 75,198,303 | $ 6,000,000 |
| ROW & CST | $ 280,889,447 | | $ 40,736,141 | $ 36,766,942 | $ 264,758,580 | $ 137,435,700 | $ 438,961,222 | $ 719,850,669 | $ 505,935,092 |
| *subtotal* | $ 324,020,650 | | $ 59,942,506 | $ 56,097,942 | $ 277,494,680 | $ 137,435,700 | $ 471,028,322 | $ 795,048,972 | $ 511,935,092 |
| | | | | | | | | | |
| check | $ - | | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft) | Local Funds | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (Five Years) | 2031-2035 (Five Years) | 2036-2045 (Ten Years) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Box Fund Set-Aside** | | | | | | | | | | | | | | | | |
| E-03 | Area wide Traffic Signal System O & M (Okaloosa County) | 4097973 | $400,000 Annually for Operations and Maintenance for 20 years [Non-SIS Priority 1] | | | | | | | | $2,640,000 | $3,100,000 | $8,200,000 | $13,940,000 | $13,940,000 | |
| E-04 | Area wide Traffic Signal System O & M (Walton County) | 4097972 | $200,000 Annually for Operations and Maintenance for 20 years [Non-SIS Priority 1] | | | | | | | | $1,320,000 | $1,550,000 | $4,100,000 | $6,970,000 | $6,970,000 | |
| E-15 | Intelligent Transportation Systems (ITS) Advanced Traffic Management System (Okaloosa and Walton) | 220239 | $950,000 for TMC & $500,000 for Upgrades (one-time cost) [Non-SIS Priority 2] | | | | | | | | $660,000 | $736,250 | $973,750 | $2,370,000 | $2,370,000 | |
| None | Transportation Planning **Studies** (Okaloosa and Walton) | 4279293 | $1,000,000 Every 5 Years (4x over 20 year horizon) | | | | | | | | $1,320,000 | $1,550,000 | $4,100,000 | $6,970,000 | $6,970,000 | |
| None | Transportation Planning Study **Implementation Projects** (Okaloosa and Walton) | | $10,000,000 Every 5 Years (4x over 20 year horizon) | | | | | | | | $13,200,000 | $15,500,000 | $41,000,000 | $69,700,000 | $69,700,000 | |
| **SIS Projects Not Yet Identified on SIS Plan (to be reflected as Non-SIS until incorporated in SIS Plan)** | | | | | | | | | | | | | | | | |
| A-50 | US 98 Around the Mound (Fort Walton Beach) [SIS Priority 4] | 2202603 | SR 189 (Beal Parkway) | Brooks Bridge | Capacity realignment | PD&E | $ 1,470,000 | $ 1,000,000 | | $ 470,000 | $ - | $ - | $ - | $ - | $ 1,470,000 | $ - |
| | | | | | | PE | $ - | | | | $ 2,773,997 | $ - | $ - | $ 2,773,997 | $ 2,773,997 | |
| | | | | | | RW | $ - | | | | | $ 13,847,700 | $ - | $ 13,847,700 | $ 13,847,700 | |
| | | | | | | CST/CEI | $ - | | | | $ - | | $ 24,771,587 | $ 24,771,587 | $ 24,771,587 | |
| A-49 | US 98 (Okaloosa Island) | none | Brooks Bridge | Gulf Islands National Seashore | Provide 6 lanes of capacity | PD&E | | | | | $ 1,020,506 | $ - | | $ 1,020,506 | $ 1,020,506 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 2,396,643 | $ - | $ 2,396,643 | $ 2,396,643 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 3,169,754 | $ 3,169,754 | $ 3,169,754 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 18,226,085 | $ 18,226,085 | $ 18,226,085 | |
| **TIP and Local Projects (Non-SIS)** | | | | | | | | | | | | | | | | |
| D-16 | PJ Adams Parkway (Crestview) [Non-SIS Priority 11] | 4296753 | SR 85 | SR 85 | Intersection Improvements (TSM) Add Right Turn Lanes | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ 1,064,200 | $ 532,100 | | | $ - | $ - | $ - | $ - | $ 1,064,200 | |
| | | | | | | CST/CEI | $ 796,112 | $ 398,056 | | | | $ - | $ - | $ - | $ 796,112 | |
| B-26 | Okaloosa Island Bridge to Bridge Multi-Use Path [Non-SIS Priority 16] | | Pier Rd | Marler Bridge | Construct a multi-use facility | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | TDC Funded $4M | | | $ - | $ - | $ - | $ - | $ - | |
| E+C | Destin Cross Town Connector (Destin) | 4405531 & Local 1 | Benning Drive | Beach Drive | New Road Construction | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ 1,700,000 | | | | $ - | $ - | $ - | $ - | $ 1,700,000 | |
| | | | | | | CST/CEI | $ 6,000,000 | $ 6,000,000 | | | $ - | $ - | $ - | $ - | $ 6,000,000 | |
| E+C | PJ Adams / Antioch Road (Crestview) | Local 2 | I-10 | SR 10 (US 90) | Add Lanes / New Road Construction | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 26,800,000 | $ 26,800,000 | | | $ - | $ - | $ - | $ - | $ 26,800,000 | |
| E+C | East-West Connector (Crestview) | Local 3 | Antioch Road | Physician's Drive | New Road Construction | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 4,200,000 | $ 4,200,000 | | | $ - | $ - | $ - | $ - | $ 4,200,000 | |
| E+C | John King Road (Crestview) | 4450151 | SR 85 | Live Oak Church Road | Intersection Improvements (TSM) | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 1,114,856 | $ 1,114,856 | | | $ - | $ - | $ - | $ - | $ 2,229,712 | |
| E+C | SR 188 (Racetrack Road) (Fort Walton Beach) | 4418841 | Marwalt Drive | Marwalt Drive | Intersection Improvements (TSM) | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 491,801 | | | | $ - | $ - | $ - | $ - | $ 491,801 | |
| E+C | SR 188 (Racetrack Road) (Fort Walton Beach) | 4419321 | Denton Blvd | Denton Blvd | Intersection Improvements (TSM) | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 1,016,992 | | | | $ - | $ - | $ - | $ - | $ 1,016,992 | |
| E+C | SR 85 (Destin - Fort Walton Beach Airport / Eglin Air Force Base) | 4498671 | Nomad Way | Nowad Way | Intersection Improvements (TSM) Turn Lane Extensions | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 566,015 | | ARPA | $ 481,050 | $ - | $ - | $ - | $ - | $ 566,015 | |
| E+C | US 90 (Crestview) | 4498661 | Mount Olive Road | Mount Olive Road | Intersection Improvements (TSM) EB Left and WB Right Turn Lanes | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ 416,106 | | ARPA | $ 353,832 | $ - | $ - | $ - | $ - | $ 416,106 | |

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft) | Local Funds | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (Five Years) | 2031-2035 (Five Years) | 2036-2045 (Ten Years) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **TPO Adopted Priorities (Non-SIS)** | | | | | | | | | | | | | | | | |
| A-65 option a and b | Crestview Bypass West [Non-SIS Priority 6] | 438139 | US 90 | Old Bethel Rd | Provide 4 lanes of Capacity | PD&E | | | | | $ 2,640,000 | $ - | $ - | $ 2,640,000 | $ 2,640,000 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 6,975,000 | $ - | $ 6,975,000 | $ 6,975,000 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 51,250,000 | $ 51,250,000 | $ 51,250,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 60,625,252 |
| A-31 | SR 20 (Freeport) [Non-SIS Priority 7] | 2206357 | King Rd | Black Creek Rd | Provide 4 lanes of Capacity | PD&E | | | | | Complete | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 4,675,000 | | ACFP | $ 4,675,000 | $ - | $ - | $ - | $ - | $ 4,675,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 108,810,000 | $ - | $ 108,810,000 | $ 108,810,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 139,840,000 |
| A-15 | Hollywood Boulevard Extension (Mary Esther) [Non-SIS Priority 8] | | US 98 | Hill Ave | Construct a new 2 lane facility | PD&E | | | | | $ 782,760 | $ - | $ - | $ 782,760 | $ 782,760 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 2,614,794 | $ - | $ 2,614,794 | $ 2,614,794 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 6,757,215 |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 9,700,041 |
| A-51 | West Bay Parkway (Walton to Bay County) [Non-SIS Priority 12] | 4244641 | US 98 | Bay Co. Line | Construct a new 4 lane facility | PD&E | | | | | Complete | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ 2,508,000 | $ - | $ - | $ 2,508,000 | $ 2,508,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 759,500 | $ - | $ 759,500 | $ 759,500 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 160,595,660 |
| F-02 | Express Transit Service [E-C Rider TDP] [Non-SIS Priority 13] | | Crestview / Niceville | Destin | Express Transit Service | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ 120,982 | $ - | $ - | $ 120,982 | $ 120,982 | |
| D-34 | SR 20 at US 331 (Freeport) [Walton Mobility Plan] | | At US 331 | At US 331 | Intersection Improvements | PD&E | | | | | In A-31 | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | In A-31 | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ 2,006,343 | $ - | $ - | $ 2,006,343 | $ 2,006,343 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ 5,418,648 | $ - | $ 5,418,648 | $ 5,418,648 | |
| A-61 | Water Tower Road Connector (Freeport) [Walton Mobility Plan] | | US 331 | US 331 | Construct new road | PD&E | | | | | $ 739,019 | $ - | $ - | $ 739,019 | $ 739,019 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,735,575 | $ - | $ 1,735,575 | $ 1,735,575 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 2,295,438 | $ 2,295,438 | $ 2,295,438 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 13,198,770 | $ 13,198,770 | $ 13,198,770 | |
| A-62 & A-77 | Marquis Way West Connector / Shipyard Road (Freeport) [Walton Mobility Plan] | | Shipyard Road / SR 83A | Marquis Way / West Extension | Construct new road | PD&E | | | | | $ 453,285 | $ - | $ - | $ 453,285 | $ 453,285 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,064,535 | $ - | $ 1,064,535 | $ 1,064,535 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 1,407,934 | $ 1,407,934 | $ 1,407,934 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 8,095,641 | $ 8,095,641 | $ 8,095,641 | |
| A-34 | SR 293 (Specnce Parkway) [Mid Bay Bridge Authority] | | Range Road Interchange | SR 85 N | Provide 4 lanes of Capacity | PD&E | | | | | $ 7,809,383 | $ - | $ - | $ 7,809,383 | $ 7,809,383 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 18,340,219 | $ - | $ 18,340,219 | $ 18,340,219 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 68,036,294 |
| C-16 | US 90 Complete Streets Project (DeFuniak Springs) [Walton Mobility Plan] | | US 331 | East end of DeFuniak Springs City Limits | Road Diet and Complete Streets Improvements | PD&E | | | | | $ 457,447 | $ - | $ - | $ 457,447 | $ 457,447 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,074,308 | $ - | $ 1,074,308 | $ 1,074,308 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 8,169,939 | $ 8,169,939 | $ 8,169,939 | |
| A-59 | Park Alternate - Option 3 (De Funiak Springs) [Walton Mobility Plan] | | SR 83 | US 90 | Construct new road | PD&E | | | | | $ 719,502 | $ - | $ - | $ 719,502 | $ 719,502 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,689,740 | $ - | $ 1,689,740 | $ 1,689,740 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 2,234,818 | $ 2,234,818 | $ 2,234,818 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 12,850,210 | $ 12,850,210 | $ 12,850,210 | |
| A-60 | Bruce Avenue Extension (DeFuniak Springs) [Walton Mobility Plan] | | US 331 | 25th Street | Construct new road | PD&E | | | | | $ 956,300 | $ - | $ - | $ 956,300 | $ 956,300 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 2,245,859 | $ - | $ 2,245,859 | $ 2,245,859 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 2,970,329 | $ 2,970,329 | $ 2,970,329 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 17,079,395 | $ 17,079,395 | $ 17,079,395 | |
| B-44 | Baldwin Avenue Pedestrian Bridge and Trail (DeFuniak Springs) [Walton Mobility Plan] | | 11th Street | 16th Street (Over US 331) | Install Elevated Pedestrian Crossing for Schools | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ 264,000 | $ - | $ - | $ 264,000 | $ 264,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 310,000 | $ - | $ 310,000 | $ 310,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 11,070,000 | $ 11,070,000 | $ 11,070,000 | |
| D-01 | Intersection Realignment / Signal at PJ Adams / Antioch Rd / Crab Apple Ave (Crestview) | | PJ Adams / Antioch Road | Crab Apple | Intersection Improvements | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ 396,000 | $ - | $ - | $ 396,000 | $ 396,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 775,000 | $ - | $ 775,000 | $ 775,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 6,150,000 | $ 6,150,000 | $ 6,150,000 | |
| D-24 | US 90 at SR 85 (Crestview) | | at SR 85 | at SR 85 | Intersection Improvements | PD&E | | | | | $ 198,000 | $ - | $ - | $ 198,000 | $ 198,000 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 465,000 | $ - | $ 465,000 | $ 465,000 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 3,228,750 | $ 3,228,750 | $ 3,228,750 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 3,536,250 | $ 3,536,250 | $ 3,536,250 | |
| A-66 | US 98 Adaptive Signal Control System (Okaloosa County) | | Stahlman Avenue | Tequesta Drive | Install Adaptive Signal Control Systems | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ 990,000 | $ - | $ - | $ 990,000 | $ 990,000 | |
| A-67 | US 98 Adaptive Signal Control System (Walton County) | | S. Holiday Road | US 331 | Install Adaptive Signal Control Systems | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | CST/CEI | $ - | | | | $ 1,056,000 | $ - | $ - | $ 1,056,000 | $ 1,056,000 | |

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft) | Local Funds | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (Five Years) | 2031-2035 (Five Years) | 2036-2045 (Ten Years) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| B-52 | Elevated Pedestrian Bridge (Crestview) | | SR 85 | at Commerce Drive | Install Elevated Pedestrian Bridge for Schools | PD&E | | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ 264,000 | $ - | $ - | $ 264,000 | $ 264,000 | |
| | | | | | | RW | $ - | | | | $ - | $ 310,000 | $ - | $ 310,000 | $ 310,000 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 11,070,000 | $ 11,070,000 | $ 11,070,000 | |
| B-15 | Multi-Modal Facility (Sandestin / Santa Rosa Beach) [Walton Mobility Plan] | | Scenic Gulf Drive | MC Davis Boulevard | Multi-Use Trail | PD&E | | | | | $ 469,987 | $ - | $ - | $ 469,987 | $ 469,987 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 1,103,757 | $ - | $ 1,103,757 | $ 1,103,757 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 7,299,037 | $ 7,299,037 | $ 7,299,037 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 16,787,784 | $ 16,787,784 | $ 16,787,784 | |
| A-44a | US 90 (Fairchild Rd to Walton County Line) | | Fairchild Rd | SR 285/Mossy Head | Capacity Widening from 2 to 4 lanes | PD&E | | | | | $ - | $ - | $ 4,943,064 | $ 4,943,064 | $ 4,943,064 | $ - |
| | | | | | | PE | $ - | | | | $ - | | $ 7,414,596 | $ 7,414,596 | $ 7,414,596 | $ - |
| | | | | | | RW | $ - | | | | $ - | $ - | | $ - | $ - | $ 18,084,379 |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 27,729,381 |
| A-44b | US 90 (Okaloosa County Line to US 331 North) | | SR 285/Mossy Head | US 331 North | Capacity Widening from 2 to 4 lanes | PD&E | | | | | | $ - | $ - | $ - | $ - | $ 4,823,224 |
| | | | | | | PE | $ - | | | | $ - | | $ - | $ - | $ - | $ 7,234,837 |
| | | | | | | RW | $ - | | | | $ - | $ - | | $ - | $ - | $ 36,174,185 |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | | $ - | $ - | $ 55,467,083 |
| D-35 | SR 85 at Mirage Ave (2040 LRTP Amendment) | | at Mirage Ave | at Mirage Ave | Intersection Improvements | PD&E | | | | | $ 198,000 | $ - | $ - | $ 198,000 | $ 198,000 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 465,000 | $ - | $ 465,000 | $ 465,000 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 4,766,250 | $ 4,766,250 | $ 4,766,250 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 3,536,250 | $ 3,536,250 | $ 3,536,250 | |
| D-25 | SR 85 at Redstone Ave (2040 LRTP Amendment) | | At Redstone Ave | At Redstone Ave | Intersection Improvements | PD&E | | | | | $ 198,000 | $ - | $ - | $ 198,000 | $ 198,000 | $ - |
| | | | | | | PE | $ - | | | | $ - | $ 465,000 | $ - | $ 465,000 | $ 465,000 | |
| | | | | | | RW | $ - | | | | $ - | $ - | $ 3,228,750 | $ 3,228,750 | $ 3,228,750 | |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ 3,536,250 | $ 3,536,250 | $ 3,536,250 | |
| A-28 | South Walton North / South Connector [Walton County] | | CR 30A | US 98 | Construct new road | PD&E | | Underway | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 2,523,326 |
| | | | | | | RW | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 2,523,326 |
| | | | | | | CST/CEI | $ - | | | | $ - | $ - | $ - | $ - | $ - | $ 14,509,125 |

## Non-SIS Projects (Year of Expenditure)

| | | | TIP Years FY 22-26 & FY 23-27 | Local Funds | | Federal Funds | 2026-2030 (Five Years) | 2031-2035 (Five Years) | 2036-2045 (Ten Years) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | *Totals* | $ 50,311,082 | $ 40,045,012 | | $ 5,979,882 | $ 46,161,513 | $ 193,302,528 | $ 310,660,630 | $ 550,124,671 | $ 601,550,609 | $ 614,623,329 |
| | **Box Funds** | | $0 | $0 | $0 | $0 | $17,820,000 | $20,886,250 | $54,273,750 | $92,980,000 | $92,980,000 | $0 |
| | RW | | $2,764,200 | $532,100 | $0 | $0 | $2,006,343 | $124,812,200 | $81,851,060 | $208,669,603 | $211,433,803 | $63,539,105 |
| | CST+CEI | | $41,401,882 | $38,512,912 | $0 | $834,882 | $2,166,982 | $5,418,648 | $158,078,160 | $165,663,790 | $208,180,528 | $536,502,836 |
| | CST+CEI Funded (includes box funds) | | $41,401,882 | $38,512,912 | $0 | $834,882 | $19,986,982 | $26,304,898 | $212,351,910 | $258,643,790 | $301,160,528 | $536,502,836 |
| | check | | $44,166,082 | $39,045,012 | $0 | $834,882 | $4,173,325 | $130,230,848 | $239,929,220 | $374,333,394 | $419,614,332 | $600,041,942 |
| | **RW + CST/CEI** | | $44,166,082 | $39,045,012 | $0 | $834,882 | $4,173,325 | $130,230,848 | $239,929,220 | $374,333,394 | $419,614,332 | $600,041,942 |
| | *Subtotal* | | $44,166,082 | $39,045,012 | $0 | $834,882 | $21,993,325 | $151,117,098 | $294,202,970 | $467,313,394 | $512,594,332 | $600,041,942 |
| | | | | | | | | | | $ 467,313,394 | $ 511,479,476 | |
| **Available$** | **RW + CST/CEI** | | | | | | | | | | | |
| | *YOE $* | | | | | | $ 108,240,000 | $ 116,777,000 | $ 243,007,000 | $ 468,024,000 | | |
| **Balance** | | | | | | | **$ 86,246,675** | **$ 120,586,773** | **$ 171,782,743** | **$ 710,606** | | |
| | **Box Funds** | | $0 | $0 | | $0 | $1,320,000 | $1,550,000 | $4,100,000 | $6,970,000 | $6,970,000 | $0 |
| | PE | | $4,675,000 | $0 | $0 | $4,675,000 | $6,205,997 | $40,635,430 | $7,414,596 | $54,256,023 | $58,931,023 | $9,758,163 |
| | PE Funded (includes box fun | | $4,675,000 | | | $4,675,000 | $7,525,997 | $42,185,430 | $11,514,596 | $54,256,023 | $58,931,023 | $9,758,163 |
| | PDE | | $1,470,000 | $1,000,000 | $0 | $470,000 | $16,642,191 | $0 | $4,943,064 | $21,585,254 | $23,055,254 | $4,823,224 |
| | PDE Funded (includes box fu | | $1,470,000 | | | $470,000 | $17,962,191 | $1,550,000 | $9,043,064 | $28,555,254 | $30,025,254 | $4,823,224 |
| | check | | $6,145,000 | $1,000,000 | $0 | $5,145,000 | $22,848,188 | $40,635,430 | $12,357,659 | $75,841,277 | $81,986,277 | $14,581,388 |
| | **PE + PD&E** | | $6,145,000 | $1,000,000 | $0 | $5,145,000 | $22,848,188 | $40,635,430 | $12,357,659 | $75,841,277 | $81,986,277 | $14,581,388 |
| | *Subtotal* | | $ 6,145,000 | $ 1,000,000 | $ - | $ 5,145,000 | $ 24,168,188 | $ 42,185,430 | $ 16,457,659 | $ 82,811,277 | $ 88,956,277 | $ 14,581,388 |
| | | | | | | | | | | $ 82,811,277 | $ 88,956,277 | |
| **Available$** | **PD&E and PE** | | | | | | | | | | | |
| | *Present Day $* | | | | | | $ 21,648,000 | $ 23,355,400 | $ 48,601,400 | $ 93,604,800 | | |
| **Balance** | | | | | | | **$ 2,520,188** | **$ 21,350,218** | **$ 53,493,958** | **$ 10,793,523** | | |

| Available (Non-SIS+TMA and SU) | | | | |
|---|---|---|---|---|
| Years | | Present Day Cos | Multiplier | YOE |
| 2021-2025 | | $74,880,000 | 1.19 | 89,107,200 |
| 2026-2030 | | $82,000,000 | 1.32 | 108,240,000 |
| 2031-2035 | | $75,340,000 | 1.55 | 116,777,000 |
| 2036-2045 | | $118,540,000 | 2.05 | 243,007,000 |
| **FY 26-45 Total** | | **$275,880,000** | | **468,024,000** |

| Available Funds (Transit) | | | | |
|---|---|---|---|---|
| Years | | Present Day C | Multiplier | YOE |
| 2021-2025 | | $22,010,000 | 1.19 | 26,191,900 |
| 2026-2030 | | $25,020,000 | 1.32 | 33,026,400 |
| 2031-2035 | | $23,300,000 | 1.55 | 36,115,000 |
| 2036-2045 | | $36,750,000 | 2.05 | 75,337,500 |
| | | **$85,070,000** | | **144,478,900** |

| O-W 2045 CFP $ YOE | |
|---|---|
| SIS | $1,092,314,532 |
| Roadway (Capacity + Intersection + ITS) Non-SIS | $437,358,208 |
| Public Transportation (includes box funds) | $120,982 |
| Bike / Ped | $23,288,000 |
| Mobility (Complete Streets) (includes box funds) | $112,032,259 |
| *Total (SIS and Non-SIS)* | $1,665,113,981 |

| ***Color Code:*** |
|---|
| $0,000 = State and Federal Funds |
| $0,000 = **PE Funds** |
| **$0,000 = Local Funds** |
| **$0,000 = Federal Funds Only (from TIP)** |
| **$0,000 = PD&E** |

# SIS Projects (Year of Expenditure Costs)

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft), SIS First Five | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (SIS Second Five Year Plan) | 2031-2035 (SIS LRTP) | 2036-2045 (SIS LRTP) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A-20, A-19, A-21 | I-10 [SIS Priority 10, 11] (SIS LRTP 3321) | 4130625 | Santa Rosa Co. Line | W of CR 189 (Log Lake Rd) | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 187,000 | | | $ 626,000 | $ - | $ - | $ 626,000 | $ 813,000 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 26,666,738 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 153,333,745 |
| A-20, A-19, A-18, D-13 | I-10 [SIS Priority 10, 11] (SIS LRTP 3321) | 4410381 | W of CR 189 (Log Lake Rd) | SR 85 | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 62,000 | | | $ - | $ 2,690,955 | $ - | $ 2,690,955 | $ 2,752,955 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | Not yet Identified |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | Not yet Identified |
| E+C-01 | I-10 Crestview Bypass West Antioch Interchange [Fully Funded, Under Construction as Design-Build] (SIS LRTP Project 3320) | 4079185 | CR 4 Antioch/PJ Adams | Arena Rd | New Interchange | PD&E | $ 450,553 | ACNP | $ 450,553 | Complete | $ - | $ - | $ - | $ 450,553 | $ - |
| | | | | | | PE | $ 3,443,382 | ACNP, NHPP | $ 3,381,812 | Complete | $ - | $ - | $ - | $ 3,443,382 | |
| | | | | | | RW | $ 6,257,400 | ACFP, SA | $ 6,257,400 | Underway | $ - | $ - | $ - | $ 6,257,400 | |
| | | | | | | CST/CEI | $ 94,991,327 | SIBF, ACNP | $ 24,371,915 | Underway (Design-Build) | $ - | $ - | $ - | $ 94,991,327 | |
| A-09 | I-10 Crestview Bypass East Interchange | TBD | TBD | TBD | New Interchange | PD&E | | | | $ - | $ - | $ - | $ - | $ - | $ 6,000,000 |
| | | | | | | PE | $ - | | | $ - | $ - | $ - | $ - | $ - | Not yet Identified |
| | | | | | | RW | | | | $ - | $ - | $ - | $ - | $ - | Not yet Identified |
| | | | | | | CST/CEI | | | | | $ - | $ - | $ - | $ - | Not yet Identified |
| A-20 | I-10 [SIS Priority 10, 11] | 4410382 | W of CR 189 (Log Lake Rd) | 2mi W of Wilkerson bluff Rd | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 287,000 | | | $ 290,000 | $ - | $ - | $ 290,000 | $ 577,000 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 11,040,369 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 63,482,124 |
| A-19 | I-10 [SIS Priority 10, 11] | 4410383 | 2mi W of Wilkerson Bluff Rd | E of Yellow River | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 811,268 | | | $ 480,000 | $ - | $ - | $ 480,000 | $ 1,291,268 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 15,626,369 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 89,851,621 |
| A-18 | I-10 [SIS Priority 10, 11] | 4410384 | E of Yellow River | SR 85 | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 1,107,500 | | | $ 881,000 | $ - | $ - | $ 881,000 | $ 1,988,500 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 20,891,776 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 120,127,711 |
| A-41 | SR 85 [SIS Priority 1] (SIS LRTP 3326) | 2201714 | SR 123 | McWhorter Ave | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 4,950,000 | ACNP | $ 4,500,000 | $ 4,950,000 | $ - | $ - | $ 4,950,000 | $ 9,900,000 | |
| | | | | | | RW | $ - | | | $ - | $ 10,261,523 | $ - | $ 10,261,523 | $ 10,261,523 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ 78,037,224 | $ 78,037,224 | $ 78,037,224 | |
| A-39 | SR 85 [SIS Priority 1] (SIS LRTP Project 3326) | 2201715 | McWhorter Ave | PJ Adams Pkwy | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 7,480,000 | ACNP | $ 6,800,000 | $ 6,490,000 | $ - | $ - | $ 6,490,000 | $ 13,970,000 | |
| | | | | | | RW | $ - | | | $ - | $ 10,106,632 | $ - | $ 10,106,632 | $ 10,106,632 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ 76,859,304 | $ 76,859,304 | $ 76,859,304 | |
| A-40 | SR 85 [SIS Priority 1] (SIS LRTP 3326) | 2201716 | PJ Adams Pkwy | I-10 | Add 2 to build 6 lanes | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 2,750,000 | ACNP | $ 2,750,000 | $ 1,650,000 | $ - | $ - | $ 1,650,000 | $ 4,400,000 | |
| | | | | | | RW | $ - | | | $ - | $ 3,212,521 | $ - | $ 3,212,521 | $ 3,212,521 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ 24,430,708 | $ 24,430,708 | $ 24,430,708 | |
| E+C-04 | US 98 [SIS Priority 2] (SIS LRTP 3488) | 2201963 | Santa Rosa Co. Line | E of Cody Ave Interchange | Add 2 to build 6 lanes | PD&E | Complete | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 579,000 | | | Underway | $ - | $ - | $ - | $ 579,000 | |
| | | | | | | RW | $ - | | | $ 34,200,000 | $ - | $ - | $ 34,200,000 | $ 34,200,000 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ 64,904,130 | $ - | $ 64,904,130 | $ 64,904,130 | |
| E+C-04 | US 98 [SIS Priority 9] (SIS LRTP 3489) | 2201964 | E of Cody Ave Interchange | Mary Esther Blvd | Add 2 to build 6 lanes | PD&E | Complete | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 207,000 | | | Underway | $ - | $ - | $ - | $ 207,000 | |
| | | | | | | RW | $ - | | | $ 2,566,942 | $ - | $ - | $ 2,566,942 | $ 2,566,942 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ 30,503,828 | $ - | $ 30,503,828 | $ 30,503,828 | |
| A-35 | US 98 [SIS Priority 3] (SIS LRTP 3493) | 4141327 | Calhoun Ave | Airport Rd | PD&E, Complete Streets/TSM | PD&E | Underway | | | | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 14,000 | | | $ 3,300,000 | $ - | $ - | $ 3,300,000 | $ 3,314,000 | |
| | | | | | | RW | $ - | | | $ - | $ 7,613,166 | $ - | $ 7,613,166 | $ 7,613,166 | |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ 102,415,950 | $ 102,415,950 | $ 102,415,950 | |

# SIS Projects (Year of Expenditure Costs)

| CFP Map # [Needs Plan #] | Project | FPID | From | To | Improvement | Phase | TIP FY22-26, & FY23-27 (draft), SIS First Five | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (SIS Second Five Year Plan) | 2031-2035 (SIS LRTP) | 2036-2045 (SIS LRTP) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D-21 | US 98 [SIS Priority 5] (SIS LRTP 3446) | 4141325 | | at Danny Wuerffel Way | Intersection Improvement | PD&E | | | | $ 1,000,000 | $ - | $ - | $ 1,000,000 | $ 1,000,000 | $ - |
| | | | | | | PE | $ - | | | $ - | $ 17,050,000 | $ - | $ 17,050,000 | $ 17,050,000 | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 2,285,850 |
| | | | | | | CST/CEI | $ - | | | $ - | $ - | $ - | $ - | $ - | $ 2,628,787 |
| E+C | US 98 [Fully Funded] | 4079185 | Mack Bayou Rd | CR 30A | Add 2 to build 6 lanes | PD&E | Complete | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | $ - | $ - | $ - | $ - | $ - | |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | CST/CEI | $ 16,526,902 | | | $ - | $ - | $ - | $ - | $ 16,526,902 | $ - |
| A-45, D-22 | US 98 [SIS Priority 6, 8] (SIS LRTP 3494) | 4371791 | CR 30A | W of Phillips Inlet Bridge at Bay County Line | Add 2 to build 6 lanes, Interchange Improvement at US 331 | PD&E | $ 2,940,000 | DI | | $ - | $ - | $ - | $ - | $ 2,940,000 | $ - |
| | | | | | | PE | $ 16,538,500 | | | $ - | $ - | $ - | $ - | $ 16,538,500 | |
| | | | | | | RW | $ - | | | $ - | $ 15,500,000 | $ - | $ 15,500,000 | $ 15,500,000 | $ - |
| | | | | | | CST/CEI | $ - | | | $ - | $ 268,274,000 | $ - | $ 268,274,000 | $ 268,274,000 | $ - |
| A-45, D-22 | US 98 | 4397741 | US 331 Intersection | US 331 Intersecction | Intersection Improvement at US 331 (SB L Turn on US 331 and additional storage on US 98) | PD&E | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | RW | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | CST/CEI | $ 2,068,684 | ACNP | $ 2,068,684 | $ - | $ - | $ - | $ - | $ 2,068,684 | $ - |
| E+C | US 331 Intersections (DeFuniak Springs) [Fully Funded] | 4436731 | US 331 Intersections DeFuniak Springs | US 331 Intersections DeFuniak Springs | Intersection Improvements between I-10 and US 90 in DeFuniak Springs | PD&E | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ - | | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | RW | $ 1,125,000 | ACNP | $ 1,125,000 | $ - | $ - | $ - | $ - | $ 1,125,000 | $ - |
| | | | | | | CST/CEI | $ 6,913,142 | ACNP | $ 6,913,142 | $ - | $ - | $ - | $ - | $ 6,913,142 | $ - |
| E+C | US 98 Brooks Bridge [Fully Funded] | 4154742 | Brooks Bridge Replacement | Brooks Bridge Replacement | Brooks Bridge Replacement | PD&E | Complete | SA | | $ - | $ - | $ - | $ - | $ - | $ - |
| | | | | | | PE | $ 1,324,000 | ACBR, NHBR | $ 1,324,000 | $ - | $ - | $ - | $ - | $ 1,324,000 | $ - |
| | | | | | | RW | $ 10,350,000 | | $ - | $ - | $ - | $ - | $ - | $ 10,350,000 | $ - |
| | | | | | | CST/CEI | $ 142,656,992 | | $ - | $ - | $ - | $ - | $ - | $ 142,656,992 | $ - |

# SIS Projects (Year of Expenditure Costs)

| Phase | TIP FY22-26, & FY23-27 (draft), SIS First Five | Fed Fund Codes | Fed Fund Amt. | 2026-2030 (SIS Second Five Year Plan) | 2031-2035 (SIS LRTP) | 2036-2045 (SIS LRTP) | FY 26-45 Totals | FY22-45 Totals (adding TIPs) | Beyond 2045 |
|---|---|---|---|---|---|---|---|---|---|
| **Phase** | **TIP Years FY 22-26 & FY 23-27** | | **Federal Funds** | **2026-2030 (Five Years)** | **2031-2035 (Five Years)** | **2036-2045 (Ten Years)** | **FY 26-45 Totals** | **FY22-45 Totals (adding TIPs)** | **Beyond 2045** |
| totals | $ 324,020,650 | | $ 59,942,506 | $ 56,433,942 | $ 430,116,754 | $ 281,743,186 | $ 768,293,882 | $ 1,092,314,532 | $ 511,935,092 |
| | | | | | | | | | |
| PD&E & PE | $ 43,131,203 | | $ 19,206,365 | $ 19,667,000 | $ 19,740,955 | $ - | $ 39,407,955 | $ 82,539,158 | $ 6,000,000 |
| ROW & CST | $ 280,889,447 | | $ 40,736,141 | $ 36,766,942 | $ 410,375,799 | $ 281,743,186 | $ 728,885,927 | $ 1,009,775,374 | $ 505,935,092 |
| *subtotal* | $ 324,020,650 | | $ 59,942,506 | $ 56,433,942 | $ 430,116,754 | $ 281,743,186 | $ 768,293,882 | $ 1,092,314,532 | $ 511,935,092 |
| | | | | | | | | | |
| check | $ - | | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

## FIVE-YEAR CAPITAL IMPROVEMENT PLAN

The FY2024-2028 five-year capital improvement program has classified projects into four major categories as follows:

1. Citizen/Council Directed Projects. This group includes the top three council strategic priorities. Currently, this includes beach acquisition, the “cross-town connector”, and utility undergrounding.

2. Renewal & Replacement. The facilities renewal and replacement fund is intended as a place to build cash reserves for the eventual replacement of major components of facilities, such as a roof, HVAC, or other building systems. The general fund transfers money into the facilities renewal and replacement fund based on an estimation of the cost for replacement and the estimated date when the major component will need to be replaced. Each year, conditions of facilities are analyzed, and as appropriate, renewal and replacement funds are used to replace components prior to failure. Renewal and replacement of our roads and sidewalks are funded by a gas tax intended for this purpose (Gas Tax #1).

3. Growth Necessitated & Comp Plan. These projects are primarily funded by impact fees, which are collected from developers as their projects increase population or traffic to use city facilities. The city also tracks the use of a second gas tax that is intended for traffic improvements that are outlined in the city’s comprehensive plan.

4. Other Capital Projects. This group of capital projects is funded by grants and donations, supported with matching funds from the general fund.

Following is the list of funded projects and the sources to pay for the projects, then individual project worksheets that describe each project in more details, including impacts on operating expenses and links to the strategic plan and the comprehensive plan.

Not all project requests are funded. Projects are reviewed against the available funds, the restricted and committed uses of the available funds, and the prioritized based upon certain criteria to include safety, grant funding, and relative importance to Council as memorialized in the adopted Strategic Plan and Council Objectives. Likelihood of failure and consequence of failure is also considered for capital replacements.

| | | FY 2024 Adopted Budget | 5-Year Funded Capital Plan Amount |
|---|---|---|---|
| **Council Objectives** | | | |
| 1.1 | Work with Stakeholders to pursue a Destin City Center | $ 50,000 | $ 50,000 |
| 1.2 | Public waterfront acquisition initiative | 14,069,622 | 14,069,622 |
| 1.3 | Underground utilities | 16,000,885 | 16,000,885 |
| 1.4 | Stahlman/US 98 pedestrian and vehicle Improvements in cooperation with FDOT | - | - |
| 1.5 | Pedestrian access concepts under the Marler Bridge | - | - |
| 1.6 | Two-lane Crosstown Connector | 9,003,151 | 9,003,151 |
| 1.7 | Improve parking, explore options (parking garage, surface parking) | 525,000 | 600,000 |
| 1.8 | Annexation of unincorporated enclaves | - | - |
| 1.9 | Morgan Sports Center and Dalton Threadgill Park Master Plan for renovations | - | - |
| 1.10 | Support for regional Transit and Ferry systems | - | - |
| 1.11 | City Marina (Phase 1 Feasibility Study) | 50,000 | 50,000 |
| 1.12 | Support Beach Re-nourishment, planning, scheduling in partnership with the County/State | - | - |
| 1.13 | Support regional workforce housing initiatives | - | - |
| **Management Objectives** | | - | - |
| 2.1-2.11 | These are management-related, not capital project related | - | - |
| **Management in Progress (capital projects only listed below)** | | - | - |
| 3.1 | Memorialize institutional knowledge | | |
| 3.2 | Plan for renewal and replacement of city facilities and infrastructure | 1,919,302 | 4,980,152 |
| 3.5 | Complete land development code revisions | - | - |
| 3.7 | Implement a pavement management program | 2,537,780 | 6,878,380 |
| 3.9 | Improve sidewalks (wider, more walkable) | - | - |
| **Major Projects** | | - | - |
| 4.1 | Implement and Manage COMPASS software | - | - |
| 4.2 | Harbor Capacity Study | - | - |
| 4.3 | Impact Fee Study | - | - |
| 4.4 | Building Permit Fee Study | - | - |
| 4.5 | Develop and Implement the Mobility Plan and associated Fees | - | - |
| 4.6 | Update Business Tax Receipts (BTR) Fee Schedule and processes | - | - |
| 4.7 | Research Stormwater Utility options and Funding | - | - |
| 4.8 | Construct Capt Royal Melvin Heritage Park | - | - |

| | | | |
|---|---|---|---|
| 4.9 | FDOT Median Improvement project | - | - |
| 4.10 | Norriego Point Park Improvements Phase III - Recreation Components | - | - |
| 4.11 | Renovate Clement Taylor Park (Pending Funding) | 1,596,180 | 1,596,180 |
| 4.12 | Redevelop Joe's Bayou Recreation Area | - | - |
| 4.13 | Continuity of streetlights/ Convertion to LEDS (In Progress) | - | - |
| 4.14 | Implement prioritized stormwater improvements based on the Stormwater Master Plan | 972,000 | 972,000 |
| 4.15 | Linear Park (in partnership with FPL) secure additional funding, complete design, secure required easements, construct trail | - | 1,000,000 |
| 4.16 | Pickleball Courts: Secure additional Funding, acquire land, complete design and construct | 350,000 | 350,000 |
| | **TOTAL for items on the Strategic Plan** | $ 47,073,920 | $ 55,550,370 |
| | **TOTAL 5-Year CAPITAL BUDGET** | | $ 59,736,470 |
| | **% FOR STRATEGIC PLAN** | | 93% |
| **NOT ON COUNCIL OBJECTIVE LIST:** | | | |
| 5.1 | Upgrades to Morgan Sport Center (Bathrooms; LED lighting; Artificial Infields; Field Lining Technology) | 805,000 | 1,505,000 |
| 5.2 | Dredge Harbor Channel | 110,100 | 110,100 |
| 5.3 | Upgrade/Remodel and expand Library | 190,000 | 190,000 |
| 5.4 | Code Enforcement New Equipment | 76,000 | 96,000 |
| 5.5 | Building Inspector New Equipment | 40,000 | 40,000 |
| 5.6 | Hurricane Response (first 30 days; Debris Removal) | 100,000 | 100,000 |
| 5.7 | Public Works Safety Committee - Intersection and Crossing Safety | 100,000 | 500,000 |
| xxx | Other small projects | 445,000 | 1,645,000 |
| | **TOTAL for additional projects not on Plan** | $ 1,866,100 | $ 4,186,100 |
| | *TOTAL for all projects* | $ 48,940,020 | $ 59,736,470 |

## 1.10 Freight Network

Freight is continuing to expand with the increasing presence of delivery and e-commerce regarding goods movement. While these goods can be transported through rail, ports, and air cargo, truck travel is still the primary method of freight in the region.

The FAST Act, signed into law on December 4, 2015, built upon the requirement for statewide freight planning laid out in Moving Ahead for Progress in the 21st Century (MAP-21), required departments of transportation (DOTs) to develop a state freight plan. FDOT completed the Freight Mobility and Trade Plan, which evaluated freeways and highways with heavy truck traffic to determine improvements necessary for the movement of goods statewide. Additionally, FDOT developed the Strategic Intermodal System (SIS) Policy Plan that laid out a series of strategic transportation facilities including airports, roadways, and ports that provide the framework for the movement of people and goods across the state. **Figure 9** shows the truck traffic volumes for O-W TPO.

## 1.11 Level of Service

A level of service analysis was completed on all major state and county roads of Okaloosa and Walton County consistent with the methodologies in the FDOT 2013[2] Quality/Level of Service Handbook and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis can be found in the Congestion Management Process document. **Table 2** and **Figure 10** highlight Okaloosa and Walton County roadway segments that are operating at below the adopted level of service in 2019, per FDOT D3 Level of Service Analysis tables.

[2] This was the current reference at time of development of the Congestion Management Plan.

Figure 9. O-W TPO 2019 Truck Volumes

Figure 10. Segments Operating Below FDOT LOS Targets

**Table 2. Okaloosa and Walton Counties - 2019 Segments Operating Below FDOT LOS Targets**

| Roadway | County | From | To |
|---|---|---|---|
| **SR 10 / US 90** | Okaloosa | SR 4 | CR 4/ANTIOCH RD |
| **SR 10 / US 90** | Okaloosa | OLD BETHEL RD | LINDBERG ST |
| **SR 10 / US 90** | Okaloosa | LINDBERG ST | HICKORY AVE |
| **SR 10 / US 90** | Okaloosa | HICKORY AVE | SR 85 |
| **SR 10 / US 90** | Okaloosa | SR 85 | BRACKIN ST |
| **SR 30 / US 98** | Okaloosa | PARRISH BLVD | 0.178 W OF 57030114 EB ON |
| **SR 30 / US 98** | Okaloosa | MEMORIAL PKWY SW | SR 189/BEAL PKWY SW |
| **SR 30 / US 98** | Okaloosa | SR 189/BEAL PKWY SW | SR 85/EGLIN PKWY |
| **SR 30 / US 98** | Okaloosa | SR 85/EGLIN PKWY | FLORIDA PL SE |
| **SR 30 / US 98** | Okaloosa | FLORIDA PL SE | PERRY AVE SE |
| **SR 30 / US 98** | Okaloosa | PERRY AVE SE | SANTA ROSA BLVD |
| **SR 30 / US 98** | Okaloosa | SANTA ROSA BLVD | BRACKIN WAYSIDE PARK |
| **SR 30 / US 98** | Okaloosa | COASTGUARD STATION | STAHLMAN AVE |
| **SR 30 / US 98** | Okaloosa | STAHLMAN AVE | MAIN ST |
| **SR 30 / US 98** | Okaloosa | MAIN ST | GULF SHORE DR |
| **SR 30 / US 98** | Okaloosa | GULF SHORE DR | 0.067 E OF RUNWAY PLAZA |
| **SR 30 / US 98** | Okaloosa | 0.096 E OF AIRPORT R | KELLY PLANTATION |
| **SR 30 / US 98** | Okaloosa | KELLY PLANTATION | SR 293 |
| **SR 30 / US 98** | Okaloosa | SR 293 | WALTON CO LINE |
| **SR 85** | Okaloosa | 57150005 SB ON | PJ ADAMS PKWY |
| **SR 85** | Okaloosa | PJ ADAMS PKWY | MIRAGE AVE |
| **SR 85** | Okaloosa | MIRAGE AVE | W REDSTONE AVE |
| **SR 85** | Okaloosa | W REDSTONE AVE | S MAIN ST |
| **SR 85** | Okaloosa | S MAIN ST | US 90/SR 10 |
| **SR 85** | Okaloosa | US 90/SR 10 | LONG DR |
| **SR 85** | Okaloosa | LONG DR | JONES RD |
| **SR 4 / SR 189** | Okaloosa | CR189/GALIVER CUTOFF | US 90/SR 10 |
| **SR 189** | Okaloosa | SR 393/MARY ESTHER | SAMS CLUB |
| **SR 189** | Okaloosa | SAMS CLUB | SR 188/RACETRACK RD |
| **SR 293** | Okaloosa | END TOLL PLAZA CONC | 57160113 NB OFF |
| **SR 10 / US 90** | Walton | SR 285 | CR 1087 |
| **SR 10 / SR 83 / US 90** | Walton | US 331/SR 83 | 7TH ST |
| **SR 30 / US 98** | Walton | CR 457/MACK BAYOU RD | UNSIGNED |
| **SR 30 / US 98** | Walton | OKALOOSA CO LINE | SNOWDRIFT RD |
| **SR 20** | Walton | CHIPPEWA DR | 20 SPCS SITE C 6 |
| **SR 20** | Walton | 20 SPCS SITE C 6 | CR 883/MADISON ST |
| **SR 20** | Walton | CR 883/MADISON ST | US 331/SR 83 |
| **SR 20** | Walton | US 331/SR 83 | SR 81 |
| **SR 20** | Walton | SR 81 | WEST CITY LIMITS OF EBRO |

| DESTIN CROSS TOWN CONNECTOR - CONSTRUCTION COST ESTIMATE<br>100% Plans Submittal November 2022 | | | | | |
|---|---|---|---|---|---|
| PAY ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | UNIT COST | TOTAL COST |
| 0101-1 | MOBILIZATION (15%) | LS | 1.0 | | $ - |
| 0102- 1 | MAINTENANCE OF TRAFFFIC (5%) | LS | 1.0 | | $ - |
| 0102-2-200 | SPECIAL DETOUR - TEMPORARY PAVEMENT | LS/SY | 2,914.0 | $ 47.99 | $ 139,842.86 |
| 0102-2-300 | SPECIAL DETOUR - TEMPORARY EARTHWORK/BASE | LS/CY | 44.0 | $ 139.67 | $ 6,145.48 |
| 0102-4 | PEDESTRIAN SPECIAL DETOUR | LS/SY | 350.0 | $ 76.29 | $ 26,701.50 |
| 0102-60 | WORK ZONE SIGN | ED | 26,790.0 | $ 0.40 | $ 10,716.00 |
| 0102-71-13 | TEMPORARY BARRIER, F&I, LOW PROFILE, CONCRETE | LF | 1,188.0 | $ 65.05 | $ 77,279.40 |
| 0102-71-15 | TEMPORARY BARRIER, F&I, ANCHORED | LF | 368.0 | $ 70.80 | $ 26,054.40 |
| 0102-74-1 | CHANNELIZING DEVICE - TYPE I, II, DI, VP, DRUM, OR LCD | ED | 43,465.0 | $ 0.15 | $ 6,519.75 |
| 0102-89-1 | TEMPORARY CRASH CUSHION | EA | 2.0 | $ 1,347.66 | $ 2,695.32 |
| 0102-99 | PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY | ED | 1,641.0 | $ 15.44 | $ 25,337.04 |
| 0102-115 | TYPE III BARRICADE | ED | 3,576.0 | $ 1.73 | $ 6,186.48 |
| 0104- 10- 3 | SEDIMENT BARRIER | LF | 4,794.0 | $ 3.54 | $ 16,970.76 |
| 0104-18 | INLET PROTECTION SYSTEM | EA | 9.0 | $ 319.63 | $ 2,876.67 |
| 0107-1 | LITTER REMOVAL | AC | 78.7 | $ 61.60 | $ 4,848.54 |
| 0107-2 | MOWING | AC | 39.7 | $ 70.66 | $ 2,804.50 |
| 0110-1-1 | CLEARING AND GRUBBING | LS/AC | 10.220 | $ 29,154.20 | $ 297,955.92 |
| 0110-4-10 | REMOVAL OF EXISTING CONCRETE | SY | 2,400.0 | $ 49.66 | $ 119,184.00 |
| 0110-7-1 | MAILBOX, F&I SINGLE | EA | 11.0 | $ 244.19 | $ 2,686.09 |
| 0120-1 | REGULAR EXCAVATION | CY | 16,414.0 | $ 14.50 | $ 238,003.00 |
| 0120-6 | EMBANKMENT | CY | 5,435.0 | $ 19.52 | $ 106,091.20 |
| 0160-4 | TYPE B STABILIZATION | SY | 13,378.0 | $ 14.49 | $ 193,847.22 |
| 0285-706 | OPTIONAL BASE, BASE GROUP 06 | SY | 10,314.0 | $ 32.35 | $ 333,657.90 |
| 0327 70 6 | MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH | SY | 1,601.0 | $ 2.99 | $ 4,786.99 |
| 0334 1 12 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B | TN | 850.9 | $ 125.19 | $ 106,524.17 |
| 0337 7 81 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22 | TN | 983.0 | $ 147.71 | $ 145,198.93 |
| 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | 303.7 | $ 201.51 | $ 61,198.59 |
| 0400-0-11 | CONCRETE CLASS NS, GRAVITY WALL INDEX 400-011 | CY | 12.1 | $ 1,595.67 | $ 19,307.61 |
| 0425 1 201 | INLETS, CURB, TYPE P-9, <10' | EA | 2.0 | $ 8,963.89 | $ 17,927.78 |
| 0425 1 311 | INLETS, CURB, TYPE P-1, <10' | EA | 22.0 | $ 11,019.85 | $ 242,436.70 |
| 0425 1 321 | INLETS, CURB, TYPE P-2, <10' | EA | 4.0 | $ 14,557.47 | $ 58,229.88 |
| 0425 1 351 | INLETS, CURB, TYPE P-5, <10' | EA | 16.0 | $ 9,846.52 | $ 157,544.32 |
| 0425 1 361 | INLETS, CURB, TYPE P-6, <10' | EA | 4.0 | $ 18,589.60 | $ 74,358.40 |
| 0425 1 521 | INLETS, DT BOT, TYPE C,<10' | EA | 4.0 | $ 6,903.64 | $ 27,614.56 |
| 0425 1 711 | INLETS, GUTTER, TYPE V, <10' | EA | 1.0 | $ 7,256.18 | $ 7,256.18 |
| 0425 1 910 | INLETS, CLOSED FLUME | EA | 2.0 | $ 6,037.20 | $ 12,074.40 |
| 0425 2 61 | MANHOLES, P-8, <10' | EA | 3.0 | $ 11,833.24 | $ 35,499.72 |
| 0425 2 62 | MANHOLES, P-8, >10' | EA | 2.0 | $ 7,101.94 | $ 14,203.88 |
| 0430 174 118 | PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD | LF | 3,575.0 | $ 172.41 | $ 616,365.75 |
| 0430 174 124 | PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24" S/CD | LF | 711.0 | $ 151.51 | $ 107,723.61 |
| 0430 982 125 | MITERED END SECTION, OPTIONAL ROUND, 18" CD | EA | 1.0 | $ 2,901.33 | $ 2,901.33 |
| 0430 982 129 | MITERED END SECTION, OPTIONAL ROUND, 24" CD | EA | 1.0 | $ 3,087.50 | $ 3,087.50 |
| 0515-1-2 | PIPE HANDRAIL - GUIDERAIL, ALUMINUM | LF | 115.0 | $ 121.48 | $ 13,970.20 |
| 0520-1-7 | CONCRETE CURB & GUTTER, TYPE E | LF | 2,994.0 | $ 50.15 | $ 150,149.10 |
| 0520-1-10 | CONCRETE CURB & GUTTER, TYPE F | LF | 5,788.0 | $ 59.00 | $ 341,492.00 |
| 0520-2-2 | CONCRETE CURB, TYPE B | LF | 142.0 | $ 39.01 | $ 5,539.42 |
| 0520-2- 4 | CONCRETE CURB, TYPE D | LF | 226.0 | $ 79.87 | $ 18,050.62 |
| 0520-2-8 | CONCRETE CURB, TYPE RA | LF | 302.0 | $ 36.50 | $ 11,023.00 |
| 0520-70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL - VARIABLE WIDTH | SY | 158.0 | $ 116.31 | $ 18,376.98 |
| 0522-1- | CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK | SY | 642.0 | $ 84.41 | $ 54,191.22 |
| 0522-2- | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | 6,409.0 | $ 103.25 | $ 661,729.25 |
| 0527- 2- | DETECTABLE WARNINGS | SF | 536.0 | $ 44.91 | $ 24,071.76 |
| 0530 3 4 | RIPRAP - RUBBLE, F&I, DITCH LINING | TN | 50.9 | $ 186.43 | $ 9,489.29 |
| 0530 74 | BEDDING STONE | TN | 18.3 | $ 280.81 | $ 5,138.82 |
| 0710-11-101 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6" | GM | 2.269 | $ 1,014.59 | $ 2,302.10 |
| 0710-11-125 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 24" | LF | 56.000 | $ 2.85 | $ 159.60 |
| 0710-11-201 | PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6" | GM | 2.429 | $ 1,082.58 | $ 2,629.59 |
| 0700-1-11 | SINGLE POST SIGN, F&I, GROUND MOUNT, UP TO 12 SF | AS | 38.0 | $ 417.72 | $ 15,873.36 |
| 0700-1-12 | SINGLE POST SIGN, F&I, 12-20 SF | AS | 2.0 | $ 1,758.33 | $ 3,516.66 |
| 0700-1-50 | SINGLE POST SIGN, RELOCATE | AS | 3.0 | $ 164.01 | $ 492.03 |
| 0700-1-60 | SINGLE POST SIGN, REMOVE | AS | 14.0 | $ 37.97 | $ 531.58 |
| 0700-2-60 | MULTI-POST SIGN, REMOVE | AS | 2.0 | $ 334.55 | $ 669.10 |
| 0705-10-1 | OBJECT MARKER, TYPE 1 | EA | 2.0 | $ 181.49 | $ 362.98 |
| 0705-10-4 | OBJECT MARKER, TYPE 4 | EA | 3.0 | $ 211.25 | $ 633.75 |
| 0706-1-3 | RAISED PAVEMENT MARKER, TYPE B | EA | 118.0 | $ 4.58 | $ 540.44 |
| 0710-90 | PAINTED PAVEMENT MARKING, FINAL SURFACE | LS | 1.0 | $ 24,217.14 | $ 24,217.14 |
| 0711- 11-123 | THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT | LF | 721.0 | $ 3.98 | $ 2,869.58 |
| 0711-11-125 | THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK | LF | 115.0 | $ 6.40 | $ 736.00 |
| 0711-11-141 | THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/6-10 GAP EXTENSION, 6" | GM | 0.057 | $ 2,675.08 | $ 152.48 |
| 0711-11-144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED GUIDELINE EXTENSION LINE, 12" FOR ROUNDABOUT | GM | 0.025 | $ 8,016.00 | $ 200.40 |
| 0711-11-160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | 4.0 | $ 172.99 | $ 691.96 |
| 0711-11-170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | 6.0 | $ 87.64 | $ 525.84 |
| 0711-11-224 | THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL AND CHEVRON | LF | 64.0 | $ 4.90 | $ 313.60 |
| 0711-14-125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | 548.0 | $ 14.01 | $ 7,677.48 |
| 0711-14-160 | THERMOPLASTIC, PREFORMED, WHITE, MESSAGE | EA | 5.0 | $ 162.08 | $ 810.40 |
| 0711-14-170 | THERMOPLASTIC, PREFORMED, WHITE, ARROW | EA | 5.0 | $ 134.56 | $ 672.80 |
| 0711- 16-101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6 | GM | 1.210 | $ 4,776.89 | $ 5,780.04 |
| 0711-16-201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | 1.341 | $ 4,831.09 | $ 6,478.49 |
| 0711-16-231 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6" | GM | 0.022 | $ 2,898.04 | $ 63.76 |
| 0630-2-11 | CONDUIT, FURNISH & INSTALL, OPEN TRENCH | LF | 5,600.0 | $ 9.46 | $ 52,976.00 |
| 0639-1-122 | ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR | AS | 2.0 | $ 2,759.08 | $ 5,518.16 |
| 0639-2-1 | ELECTRIC SERVICE WIRE, FURNISH & INSTALL | LF | 600.0 | $ 4.67 | $ 2,802.00 |

| | | | | | |
|---|---|---|---|---|---|
| 0715-1-11 | LIGHTING CONDUCTORS, F&I, INSULATED | LF | 16,800.0 | $ 1.60 | $ 26,880.00 |
| 0715-4-215 | LIGHT POLE COMPLETE (LUMINAIRE, POLE, FOUNDATION) | EA | 64.0 | $ 6,649.20 | $ 425,548.80 |
| 0715-5-31 | LUMINAIRE & BRACKET ARM | EA | 65.0 | $ 5,159.34 | $ 335,357.10 |
| 0715-500-1 | LIGHT POLE CABLE DISTRIBUTION SYSTEM | EA | 64.0 | $ 607.59 | $ 38,885.76 |
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| 0580-1-2 | LANDSCAPE COMPLETE - LARGE PLANTS | LS | 1.0 | $ 68,487.83 | $ 68,487.83 |
| 0590-70 | IRRIGATION SYSTEM | LS | 1.0 | $ 55,800.00 | $ 55,800.00 |

| | |
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| Subtotal (Roadway) | $ 4,678,957.27 |
| ADS Chamber System | $ 1,240,000.00 |
| Subtotal (S&PM) | $ 73,809.87 |
| Subtotal (Lighting) | $ 887,967.82 |
| Subtotal (Landscape) | $ 254,471.38 |
| Component Subtotal | $ 7,135,206.34 |
| Mobilization (20%) | $ 1,427,041.27 |
| Contingency (15%) | $ 1,070,280.95 |
| Grand Total | $ 9,632,528.55 |

# MEMORANDUM OF AGREEMENT

THIS AGREEMENT, made and entered into this 19th, day of January, 2024, by and between the State of Florida, Department of Transportation, hereinafter referred to as "FDOT" and the State of Florida, Department of Financial Services, Division of Treasury and (City of Destin ) hereinafter referred to as the "Participant".

## WITNESSETH

WHEREAS, "FDOT" is currently constructing the following project:

Financial Project Number: 440553-1-44-01
County: Okaloosa

hereinafter referred to as the "Project".

NOTE: ONLY THE NEXT TWO PARAGRAPHS MAY BE MODIFIED AS APPROPRIATE WITHOUT PRIOR APPROVAL OF FDOT'S COMPTROLLER.

WHEREAS, FDOT and the Participant entered into a **Locally Funded Agreement** dated _____, wherein DOT agreed to perform certain work on behalf of the Participant in conjunction with the Project.

WHEREAS, the parties to this AGREEMENT mutually agreed that it would be in the best interest of the FDOT and the Participant to establish an interest bearing escrow account to provide funds for the work performed on the Project on behalf of the Participant by the FDOT.

NOW THEREFORE, in consideration of the premises and the covenants contained herein, the parties agree to the following:

1. An initial deposit in the amount of $ two million dollars (amount spelled out) will be made by the Participant into an interest bearing escrow account established by the FDOT for the purposes of the project. Said escrow account will be opened with the Department of Financial Services, Division of Treasury, Bureau of Collateral Management on behalf of the FDOT upon receipt of this Memorandum of Agreement. Such account will be an asset of FDOT.

2. Other deposits will be made only by the Participant as necessary to cover the cost of additional work prior to the execution of any Supplemental Agreements.

3. All deposits shall be made payable to the Department of Financial Services, Revenue Processing and mailed to the FDOT Office of Comptroller for appropriate processing at the following address:

Florida Department of Transportation
Office of Comptroller
605 Suwannee Street
Mail Station 42-B
Tallahassee, Florida 32399
ATTN: LFA Section

**A copy of this Agreement should accompany any deposits. When the check is mailed to Tallahassee, the District Office should instruct the Participant to mail the District Office a copy of the check.**

4. The FDOT's Comptroller and/or her designees shall be the sole signatories on the escrow account with the Department of Financial Services and shall have sole authority to authorize withdrawals from said account.

5. Unless instructed otherwise by the parties hereto, all interest accumulated in the escrow account shall remain in the account for the purposes of the project as defined in the LFA.

6. The Department of Financial Services agrees to provide written confirmation of receipt of funds to the FDOT.

7. The Department of Financial Services further agrees to provide periodic reports to the FDOT.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
COMPTROLLER

STATE OF FLORIDA
DEPARTMENT OF FINANCIAL SERVICES
DIVISION OF TREASURY

Jeff Cozadd
PARTICIPANT SIGNATURE

Jeff Cozadd, Grants and Projects Manager
PARTICIPANT NAME & TITLE

4200 Indian Bayou Trail, Destin FL 32541
PARTICIPANT ADDRESS

59-2480854
FEDERAL EMPLOYER I.D. NUMBER

| DESTIN CROSS TOWN CONNECTOR - CONSTRUCTION COST ESTIMATE<br>100% Plans Submittal November 2022 | | | | | |
|---|---|---|---|---|---|
| PAY ITEM NUMBER | DESCRIPTION | UNIT | QUANTITY | UNIT COST | TOTAL COST |
| 0101-1 | MOBILIZATION (15%) | LS | 1.0 | | $ - |
| 0102- 1 | MAINTENANCE OF TRAFFFIC (5%) | LS | 1.0 | | $ - |
| 0102-2-200 | SPECIAL DETOUR - TEMPORARY PAVEMENT | LS/SY | 2,914.0 | $ 47.99 | $ 139,842.86 |
| 0102-2-300 | SPECIAL DETOUR - TEMPORARY EARTHWORK/BASE | LS/CY | 44.0 | $ 139.67 | $ 6,145.48 |
| 0102-4 | PEDESTRIAN SPECIAL DETOUR | LS/SY | 350.0 | $ 76.29 | $ 26,701.50 |
| 0102-60 | WORK ZONE SIGN | ED | 26,790.0 | $ 0.40 | $ 10,716.00 |
| 0102-71-13 | TEMPORARY BARRIER, F&I, LOW PROFILE, CONCRETE | LF | 1,188.0 | $ 65.05 | $ 77,279.40 |
| 0102-71-15 | TEMPORARY BARRIER, F&I, ANCHORED | LF | 368.0 | $ 70.80 | $ 26,054.40 |
| 0102-74-1 | CHANNELIZING DEVICE - TYPE I, II, DI, VP, DRUM, OR LCD | ED | 43,465.0 | $ 0.15 | $ 6,519.75 |
| 0102-89-1 | TEMPORARY CRASH CUSHION | EA | 2.0 | $ 1,347.66 | $ 2,695.32 |
| 0102-99 | PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY | ED | 1,641.0 | $ 15.44 | $ 25,337.04 |
| 0102-115 | TYPE III BARRICADE | ED | 3,576.0 | $ 1.73 | $ 6,186.48 |
| 0104- 10- 3 | SEDIMENT BARRIER | LF | 4,794.0 | $ 3.54 | $ 16,970.76 |
| 0104-18 | INLET PROTECTION SYSTEM | EA | 9.0 | $ 319.63 | $ 2,876.67 |
| 0107-1 | LITTER REMOVAL | AC | 78.7 | $ 61.60 | $ 4,848.54 |
| 0107-2 | MOWING | AC | 39.7 | $ 70.66 | $ 2,804.50 |
| 0110-1-1 | CLEARING AND GRUBBING | LS/AC | 10.220 | $ 29,154.20 | $ 297,955.92 |
| 0110-4-10 | REMOVAL OF EXISTING CONCRETE | SY | 2,400.0 | $ 49.66 | $ 119,184.00 |
| 0110-7-1 | MAILBOX, F&I SINGLE | EA | 11.0 | $ 244.19 | $ 2,686.09 |
| 0120-1 | REGULAR EXCAVATION | CY | 16,414.0 | $ 14.50 | $ 238,003.00 |
| 0120-6 | EMBANKMENT | CY | 5,435.0 | $ 19.52 | $ 106,091.20 |
| 0160-4 | TYPE B STABILIZATION | SY | 13,378.0 | $ 14.49 | $ 193,847.22 |
| 0285-706 | OPTIONAL BASE, BASE GROUP 06 | SY | 10,314.0 | $ 32.35 | $ 333,657.90 |
| 0327 70 6 | MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH | SY | 1,601.0 | $ 2.99 | $ 4,786.99 |
| 0334 1 12 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B | TN | 850.9 | $ 125.19 | $ 106,524.17 |
| 0337 7 81 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-12.5, PG 76-22 | TN | 983.0 | $ 147.71 | $ 145,198.93 |
| 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | 303.7 | $ 201.51 | $ 61,198.59 |
| 0400-0-11 | CONCRETE CLASS NS, GRAVITY WALL INDEX 400-011 | CY | 12.1 | $ 1,595.67 | $ 19,307.61 |
| 0425 1 201 | INLETS, CURB, TYPE P-9, <10' | EA | 2.0 | $ 8,963.89 | $ 17,927.78 |
| 0425 1 311 | INLETS, CURB, TYPE P-1, <10' | EA | 22.0 | $ 11,019.85 | $ 242,436.70 |
| 0425 1 321 | INLETS, CURB, TYPE P-2, <10' | EA | 4.0 | $ 14,557.47 | $ 58,229.88 |
| 0425 1 351 | INLETS, CURB, TYPE P-5, <10' | EA | 16.0 | $ 9,846.52 | $ 157,544.32 |
| 0425 1 361 | INLETS, CURB, TYPE P-6, <10' | EA | 4.0 | $ 18,589.60 | $ 74,358.40 |
| 0425 1 521 | INLETS, DT BOT, TYPE C,<10' | EA | 4.0 | $ 6,903.64 | $ 27,614.56 |
| 0425 1 711 | INLETS, GUTTER, TYPE V, <10' | EA | 1.0 | $ 7,256.18 | $ 7,256.18 |
| 0425 1 910 | INLETS, CLOSED FLUME | EA | 2.0 | $ 6,037.20 | $ 12,074.40 |
| 0425 2 61 | MANHOLES, P-8, <10' | EA | 3.0 | $ 11,833.24 | $ 35,499.72 |
| 0425 2 62 | MANHOLES, P-8, >10' | EA | 2.0 | $ 7,101.94 | $ 14,203.88 |
| 0430 174 118 | PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD | LF | 3,575.0 | $ 172.41 | $ 616,365.75 |
| 0430 174 124 | PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24" S/CD | LF | 711.0 | $ 151.51 | $ 107,723.61 |
| 0430 982 125 | MITERED END SECTION, OPTIONAL ROUND, 18" CD | EA | 1.0 | $ 2,901.33 | $ 2,901.33 |
| 0430 982 129 | MITERED END SECTION, OPTIONAL ROUND, 24" CD | EA | 1.0 | $ 3,087.50 | $ 3,087.50 |
| 0515-1-2 | PIPE HANDRAIL - GUIDERAIL, ALUMINUM | LF | 115.0 | $ 121.48 | $ 13,970.20 |
| 0520-1-7 | CONCRETE CURB & GUTTER, TYPE E | LF | 2,994.0 | $ 50.15 | $ 150,149.10 |
| 0520-1-10 | CONCRETE CURB & GUTTER, TYPE F | LF | 5,788.0 | $ 59.00 | $ 341,492.00 |
| 0520-2-2 | CONCRETE CURB, TYPE B | LF | 142.0 | $ 39.01 | $ 5,539.42 |
| 0520-2- 4 | CONCRETE CURB, TYPE D | LF | 226.0 | $ 79.87 | $ 18,050.62 |
| 0520-2-8 | CONCRETE CURB, TYPE RA | LF | 302.0 | $ 36.50 | $ 11,023.00 |
| 0520-70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL - VARIABLE WIDTH | SY | 158.0 | $ 116.31 | $ 18,376.98 |
| 0522-1- | CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK | SY | 642.0 | $ 84.41 | $ 54,191.22 |
| 0522-2- | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | 6,409.0 | $ 103.25 | $ 661,729.25 |
| 0527- 2- | DETECTABLE WARNINGS | SF | 536.0 | $ 44.91 | $ 24,071.76 |
| 0530 3 4 | RIPRAP - RUBBLE, F&I, DITCH LINING | TN | 50.9 | $ 186.43 | $ 9,489.29 |
| 0530 74 | BEDDING STONE | TN | 18.3 | $ 280.81 | $ 5,138.82 |
| 0710-11-101 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6" | GM | 2.269 | $ 1,014.59 | $ 2,302.10 |
| 0710-11-125 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 24" | LF | 56.000 | $ 2.85 | $ 159.60 |
| 0710-11-201 | PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6" | GM | 2.429 | $ 1,082.58 | $ 2,629.59 |
| 0700-1-11 | SINGLE POST SIGN, F&I, GROUND MOUNT, UP TO 12 SF | AS | 38.0 | $ 417.72 | $ 15,873.36 |
| 0700-1-12 | SINGLE POST SIGN, F&I, 12-20 SF | AS | 2.0 | $ 1,758.33 | $ 3,516.66 |
| 0700-1-50 | SINGLE POST SIGN, RELOCATE | AS | 3.0 | $ 164.01 | $ 492.03 |
| 0700-1-60 | SINGLE POST SIGN, REMOVE | AS | 14.0 | $ 37.97 | $ 531.58 |
| 0700-2-60 | MULTI-POST SIGN, REMOVE | AS | 2.0 | $ 334.55 | $ 669.10 |
| 0705-10-1 | OBJECT MARKER, TYPE 1 | EA | 2.0 | $ 181.49 | $ 362.98 |
| 0705-10-4 | OBJECT MARKER, TYPE 4 | EA | 3.0 | $ 211.25 | $ 633.75 |
| 0706-1-3 | RAISED PAVEMENT MARKER, TYPE B | EA | 118.0 | $ 4.58 | $ 540.44 |
| 0710-90 | PAINTED PAVEMENT MARKING, FINAL SURFACE | LS | 1.0 | $ 24,217.14 | $ 24,217.14 |
| 0711- 11-123 | THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT | LF | 721.0 | $ 3.98 | $ 2,869.58 |
| 0711-11-125 | THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK | LF | 115.0 | $ 6.40 | $ 736.00 |
| 0711-11-141 | THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/6-10 GAP EXTENSION, 6" | GM | 0.057 | $ 2,675.08 | $ 152.48 |
| 0711-11-144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED GUIDELINE EXTENSION LINE, 12" FOR ROUNDABOUT | GM | 0.025 | $ 8,016.00 | $ 200.40 |
| 0711-11-160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | 4.0 | $ 172.99 | $ 691.96 |
| 0711-11-170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | 6.0 | $ 87.64 | $ 525.84 |
| 0711-11-224 | THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL AND CHEVRON | LF | 64.0 | $ 4.90 | $ 313.60 |
| 0711-14-125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | 548.0 | $ 14.01 | $ 7,677.48 |
| 0711-14-160 | THERMOPLASTIC, PREFORMED, WHITE, MESSAGE | EA | 5.0 | $ 162.08 | $ 810.40 |
| 0711-14-170 | THERMOPLASTIC, PREFORMED, WHITE, ARROW | EA | 5.0 | $ 134.56 | $ 672.80 |
| 0711- 16-101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6 | GM | 1.210 | $ 4,776.89 | $ 5,780.04 |
| 0711-16-201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | 1.341 | $ 4,831.09 | $ 6,478.49 |
| 0711-16-231 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6" | GM | 0.022 | $ 2,898.04 | $ 63.76 |
| 0630-2-11 | CONDUIT, FURNISH & INSTALL, OPEN TRENCH | LF | 5,600.0 | $ 9.46 | $ 52,976.00 |
| 0639-1-122 | ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR | AS | 2.0 | $ 2,759.08 | $ 5,518.16 |
| 0639-2-1 | ELECTRIC SERVICE WIRE, FURNISH & INSTALL | LF | 600.0 | $ 4.67 | $ 2,802.00 |

| | | | | | |
|---|---|---|---|---|---|
| 0715-1-11 | LIGHTING CONDUCTORS, F&I, INSULATED | LF | 16,800.0 | $ 1.60 | $ 26,880.00 |
| 0715-4-215 | LIGHT POLE COMPLETE (LUMINAIRE, POLE, FOUNDATION) | EA | 64.0 | $ 6,649.20 | $ 425,548.80 |
| 0715-5-31 | LUMINAIRE & BRACKET ARM | EA | 65.0 | $ 5,159.34 | $ 335,357.10 |
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