Florida-Alabama Transportation Planning Organization (FL-AL TPO) 2045 Long Range Transportation Plan Final Report and Amendment 1

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EMERALD COAST REGIONAL COUNCIL

2045

Florida-Alabama

Transportation Planning Organization

LONG RANGE TRANSPORTATION PLAN UPDATE

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

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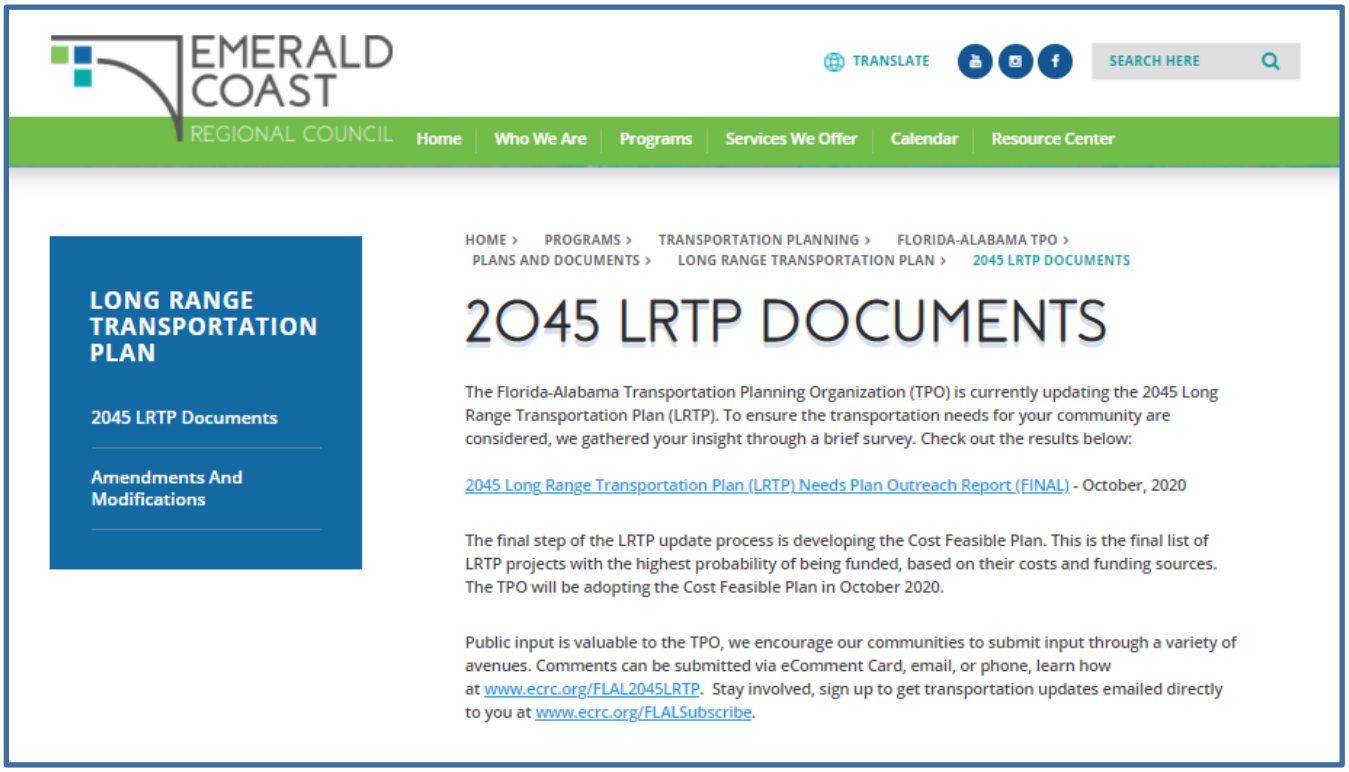
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Supporting Documents

The following technical reports and support documents are published on the ECRC web page:
https://www.ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/2045_lrtp_documents.php

- Scope of Services (February 13, 2019)
- Public Involvement Plan (September 12, 2018)
- Goals and Objectives (July 10, 2019)
- Financial Resources (February 12, 2020)
- Evaluation Criteria (February 12, 2020)
- Congestion Management Process (May 13, 2020)
- Needs Plan (July 8, 2020)
- Needs Plan Outreach Report (October 2020)
- Cost Feasible Plan (October 14, 2020)
- Cost Feasible Plan Outreach Report (October 2020)
- Systems Performance Report (January 2021)
- Northwest Florida Regional Transportation Plan Validation 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
ALDOT – Alabama Department of Transportation
ATMS – Advanced Traffic Management System
AV – Automated Vehicle

B
BRATS – Baldwin Regional Area Transit System

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

D
DB – Design - Build
DCFC – Direct Current Fast Charging
DOT – Department of Transportation

E
ECAT – Escambia County Area Transit
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
FDEP – FL Department of Environmental Protection
FDOT – FL Department of Transportation
FHWA – Federal Highway Administration
FL-AL – Florida-Alabama
FTA – Federal Transit Administration
FTP – FL Transportation Plan
FY – Fiscal Year

G
GARVEE – Grant Anticipation Revenue Vehicle

H
HSIP – Highway Safety Improvement Program

I
ITS – Intelligent Transportation System

L
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
NAS – Naval Air Station
NEPA – National Environmental Policy Act
NHTSA – National Highway Traffic Safety Administration

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

R
R/W – Right-of-Way (also ROW)

S
§ - section or paragraph
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
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
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
U.S.C. – United States Code
UWF – University of West Florida

V
VMT – Vehicle Miles Travelled

W
WMD – Water Management District

Y
YOE – Year of Expenditure



1 Introduction

The federal requirement for urban transportation planning emerged during the early 1960's. The Federal-Aid Highway Act of 1962 created the federal requirement for urban transportation planning largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. The Federal Aid Highway Act required, as a condition attached to federal transportation financial assistance, that transportation projects in 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 and 14 TPOs in Alabama. The Florida-Alabama TPO is in the Northwest Florida and Southwest Alabama region of the United States. The region from Mobile, Alabama to Tallahassee, Florida consists of five International Airports, four deep water ports, five railroads, one major east-west Interstate (I-10), and six TPOs.

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

Federal and state metropolitan planning regulations require the Florida-Alabama Transportation Planning Organization (FL-AL TPO) develop a regional transportation plan every five years. The 2040 Plan was adopted November 3, 2015. The 2045 Plan was adopted October 14, 2020. The resolution is provided in **Appendix A**. The Long-Range Transportation Plan (LRTP) defines the 20-year transportation vision for the region, establishes goals and strategies that will lead to achieving the vision, and allocates projected revenues to transportation programs and projects that implement those goals and strategies.

1.1 Emerald Coast Regional Council

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

1.2 Florida-Alabama Transportation Planning Organization

The FL-AL TPO is the local, intergovernmental transportation policy board. The following organizations comprise the TPO Board: Escambia County (5 members), Santa Rosa County (5 members), Baldwin County (1 member), City of Pensacola (5 members), City of Gulf Breeze (1 member), City of Milton (1 member), and the City of Orange Beach (1 member). The FL-AL TPO is required by state and federal law to establish a cooperative, comprehensive, and continuing planning process. The TPO also works to increase safety, security, accessibility, mobility, and connectivity for people and goods. ECRC serves as staff to the FL-AL TPO. In addition to the TPO board, the Florida-Alabama TPO has a Technical Coordinating Committee (TCC), and the Citizen Advisory Committee (CAC). The TCC is made up of local government staff and other stakeholders. The CAC is comprised of members of the general public who express an interest in transportation planning.

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

1.3 LRTP Process and Products

The LRTP is a blueprint for maintaining and enhancing the regional transportation system. The LRTP identifies roadway, transit, bicycle and pedestrian, intelligent transportation systems (ITS), and other improvements needed over the next 25 years in accordance with federal and state requirements (**Appendix B**). Developing the LRTP is a collaborative effort between the public, local governments, and state and federal partners. The LRTP examines future transportation needs of the region and determines how to best address those needs. The LRTP includes a Needs Plan and a Cost Feasible Plan. The Needs Plan, as its name implies, is a plan that identifies the transportation projects necessary to meet future demands. Projects advanced into the Cost Feasible Plan are based on existing and anticipated funding.

The FL-AL 2045 LRTP Update began when the FL-AL TPO approved the Scope of Services on February 13, 2019. 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
FL-AL TPO 2045 LRTP web page
accessible from:
https://www.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 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.

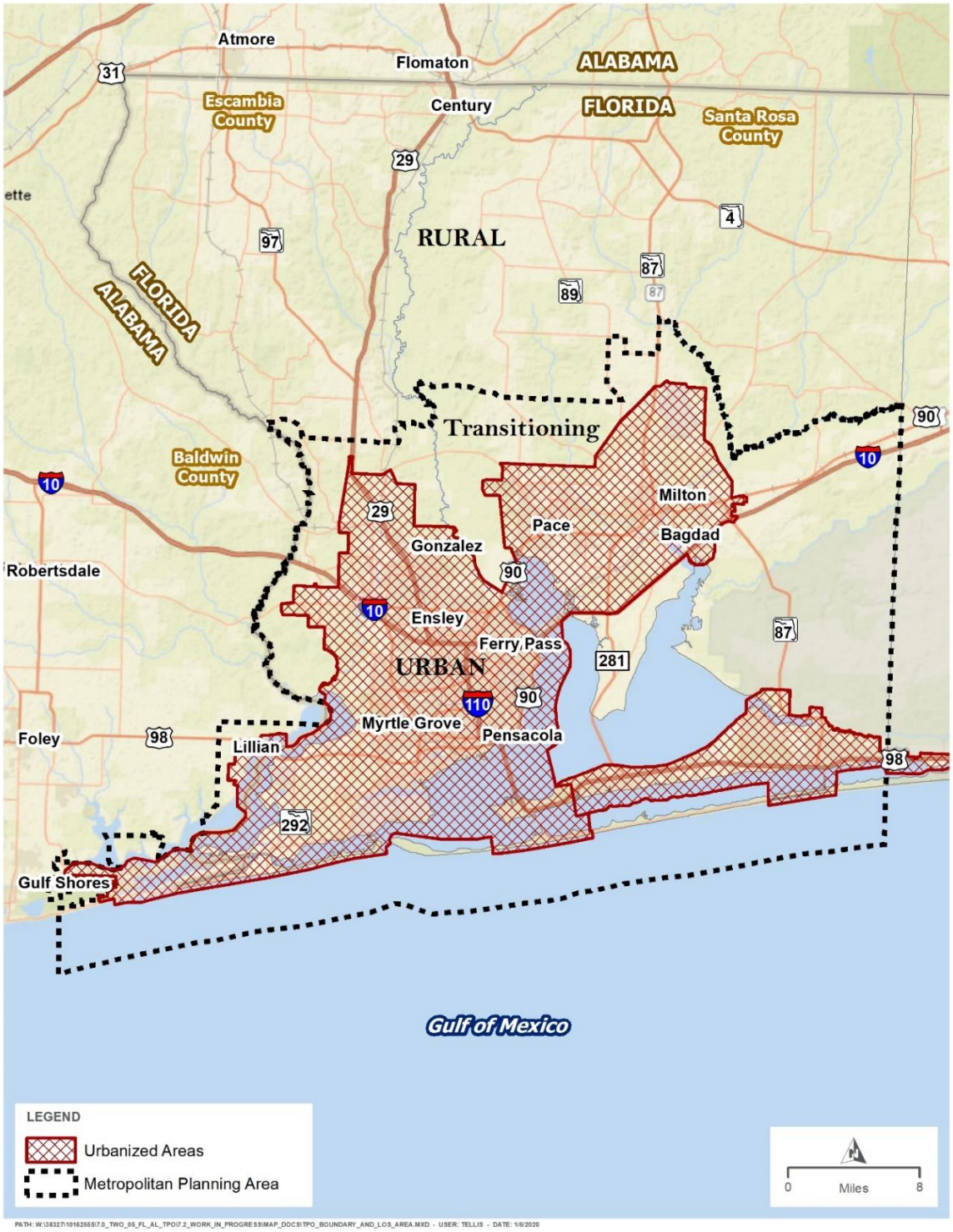
The LRTP can be revised at any time. It is important to note the MPO does not have to extend the LRTP planning horizon out another 20 years for administrative modifications and amendments. That is required only for the periodic (e.g., 5-year) update. Florida Statute requires the MPO Board adopt any amendments 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 FL-AL TPO LRTP study area includes Escambia and Santa Rosa Counties in Florida, and Baldwin County, Alabama. The Metropolitan Planning Area (MPA) boundary (**Figure 1**) includes the southern portions of Escambia and Santa Rosa Counties, and the southeastern portion of Baldwin County, Alabama. The boundary is determined by 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 FL-AL TPO boundary resulting from the 2020 Census will be considered in a subsequent plan update.

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

Figure 1. Florida – Alabama 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 regional population rose by 158,200 during the 1990 to 2019 timeframe, reaching the estimated total of 502,600 in 2019 (the latest year of available data). This equated to a compound average annual growth rate of 1.3 percent, which was below the corresponding Statewide rate of 1.8 percent, but exceeded the U.S. national average pace of 1.0 percent per annum since 1990.

- The average density of the Region was around 245 people per square mile in 2019, which is lower than the statewide average of 401.

- The regional population is expected to reach almost 610,000 in year 2045. This is a 106,800 increase (or 0.7 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 lower than the region's historical long-term rate. In Baldwin County, Alabama, the growth rate for the Gulf Shores municipal area is higher at 2.95 percent.[2] Baldwin County, Alabama is one of the fastest growing counties in the State of Alabama.[3] In Florida, Santa Rosa is expanding at a much faster pace than Escambia in the last three decades.

- Growth in employment is forecast to decelerate to 1.1 percent through 2045, when total employment in the region is expected to reach 340,700. Future employment growth is anticipated to be stronger in Santa Rosa County compared to the more mature Escambia County. Baldwin County, AL growth is more dependent on the tourist-based economy.

- The regional unemployment rate was in the 3 percent to 6 percent range during the pre-Great Recession years of early 2000s. The unemployment rates then spiked to near 10 percent peaking in 2010, and then gradually declined back to about 3 percent in 2019. The unemployment rate in the Region averaged 6.1 percent in the last decade. Low unemployment rates indicate improvements and reduced slack in the area labor market.

- The regional per capita annual income is estimated to have stood at about $40,000 (in 2012 constant dollars) in 2018, which is $13,600 above the 1990 inflation-adjusted level of $26,400. This is a result of real growth of 1.6 percent per year since 1990, a pace stronger than that experienced in Florida Statewide (by 1.4 percent). However, the Region's recent income level was still about $6,000 below the State average of almost $46,000 per annum. In 2017, the per capita income ($43,193) and median household income ($69,388) for Orange Beach were higher when compared to that of neighboring cities of Foley and Gulf Shores and Baldwin County and Alabama as a whole ($25,746 and $46,472 respectively).

- Looking ahead, the per capita income is projected to rise by 1.1 percent on average through 2045, and reach $54,700, but due to a relatively slower growth rate that is projected to remain below the Florida-wide average level of 65,000 in 2045. The per capita income in Santa Rosa County is currently about $1,000 higher and will likely continue to exceed the corresponding levels in Escambia County in the coming two decades.

[2] Center for Business and Economic Research (CBER) at the University of Alabama, City of Orange Beach Community Preservation and Growth Management Plan (March 2020).

[3] https://www.al.com/news/2021/01/people-are-moving-out-of-mobile-faster-than-any-other-county-in-alabama.html

- The poverty rate in Escambia and Santa Rosa counties recently stood at 12.8 percent, which was below the statewide average of 13.7 percent. Of the total population in Orange Beach, AL in 2017, 7.6 percent are living below the poverty level, in comparison to 10.1 percent in Baldwin County and 16.9 percent statewide in Alabama.

- Tourism is central to much of the economic and transportation-related activities in Escambia and Santa Rosa counties, which is well-known for its great outdoor activity offerings and accommodations. For example, in Baldwin County, AL, season population essentially doubles during in-season peak times (from 15,000 in January to over 35,000 in July). The related number of hotel and motel units is a measure of the area's visitor accommodation capacity. This number increased by about 1,000 units over the 2010 through 2020 decade, reaching a record high of around 8,600 units in 2020. This translates to an average annual rate of 1.2 percent for the Region, and a relatively more robust 3 percent annual growth rate in Santa Rosa County.

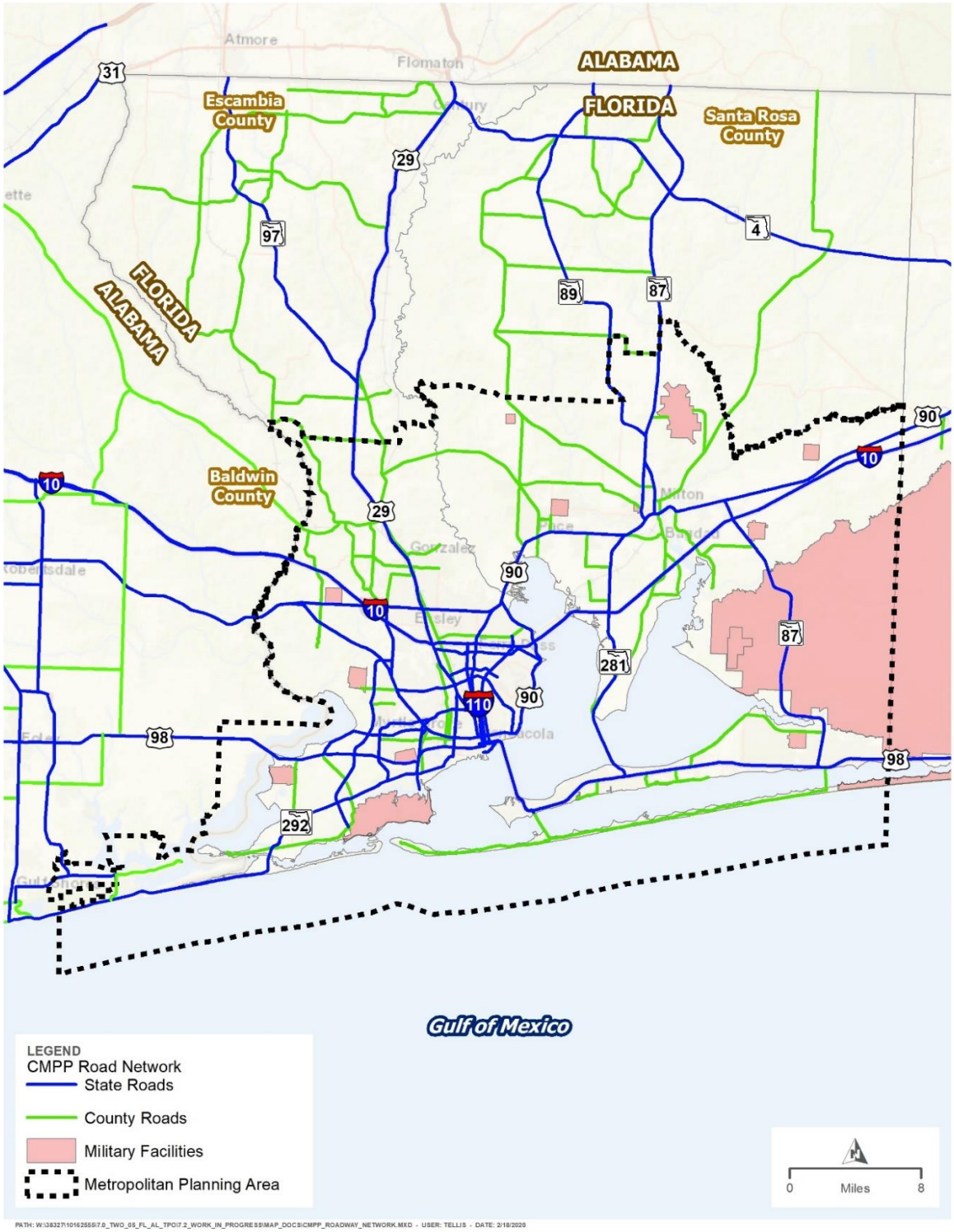
- Vehicle registrations grew over the last decade by 31,500 reaching the level of 397,100 in 2019. This is an average growth rate of 0.9 percent since 2010, which was lower than the corresponding 1.8 percent annual rate for the State. Notably, the registrations growth in Santa Rosa County was fivefold the number of incremental registrations in its larger neighbor – Escambia County – over the same 2010-2019 timeframe. Vehicle registration data was not available for Baldwin County.

While the region has grown considerably, rates are generally below state averages. Growth is more robust in Santa Rosa County, FL, and the tourist-oriented areas in Orange Beach, AL. Escambia County is experiencing growth in the northern portion of the TPO area outside of the City of Pensacola in the unincorporated Beulah community. Going forward, the regional growth is largely expected to continue through 2045, but at a decelerated pace, with the population maturing, and the workforce becoming more service industries oriented.

1.6 Roadway Network

The roadway network is the one designated by the TPO as Major Road Network. The classification of roadways is per the FHWA defined functional classification system. There are three major types of facility systems: (1) Freeways and Tolls; (2) Arterials; and (3) Collectors. According to the 2018 FDOT Source Book, total roadway network in Escambia and Santa Rosa County are 259.1 miles and 196.2 miles respectively. The roadway network within the FL-AL TPO boundary for Baldwin County, Alabama is 7.1 miles as obtained from LOS tables provided by FDOT. Residential and local roads are not included. The roadway network is shown in **Figure 2**.

Figure 2. Roadway Network



1.7 Transit Network

1.7.1 Escambia County Area Transit

At the time of preparation of this LRTP, ECAT is also preparing a Transit Development Plan update.

Escambia County Area Transit (ECAT) is a bus system serving the urbanized area. ECAT provides weekday and Saturday service with select routes on Sunday. The ECAT system currently services over 1,000 stops on 24 routes. These routes include a seasonal Beach Trolley, and a University of West Florida (UWF) Trolley. The entire fleet of buses are Accessible and have bike racks. **Figure 3** and **Figure 4** show the ECAT System map and inset for the City of Pensacola.

1.7.2 Transportation Disadvantaged Providers

Tri-County Community Council, Inc. is a private non-profit corporation that serves the transportation disadvantaged (TD) in Holmes, Santa Rosa, Walton, and Washington County. To be considered transportation disadvantaged, an individual must either not have a vehicle, cannot operate a vehicle, or have no alternate means of transportation. There are no fixed routes for this service. Riders can make reservations for trips to accomplish their daily needs such as non-emergency medical appointments, shopping, and employment. The Community Transportation Coordinator (CTC) for Escambia County TD is the Escambia County Board of County Commissioners.

1.7.3 Baldwin Rural Area Transit System

Baldwin Rural Area Transportation System (BRATS) is available to all citizens of adjacent Baldwin County, Alabama. They have a variety of routes including routes to Coastal Alabama Community College, routes to assist senior citizens, 'Ride to Work' routes for commuters, and a variety of other routes around the county.

1.7.4 rideOn Program

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

Figure 3. ECAT System Map

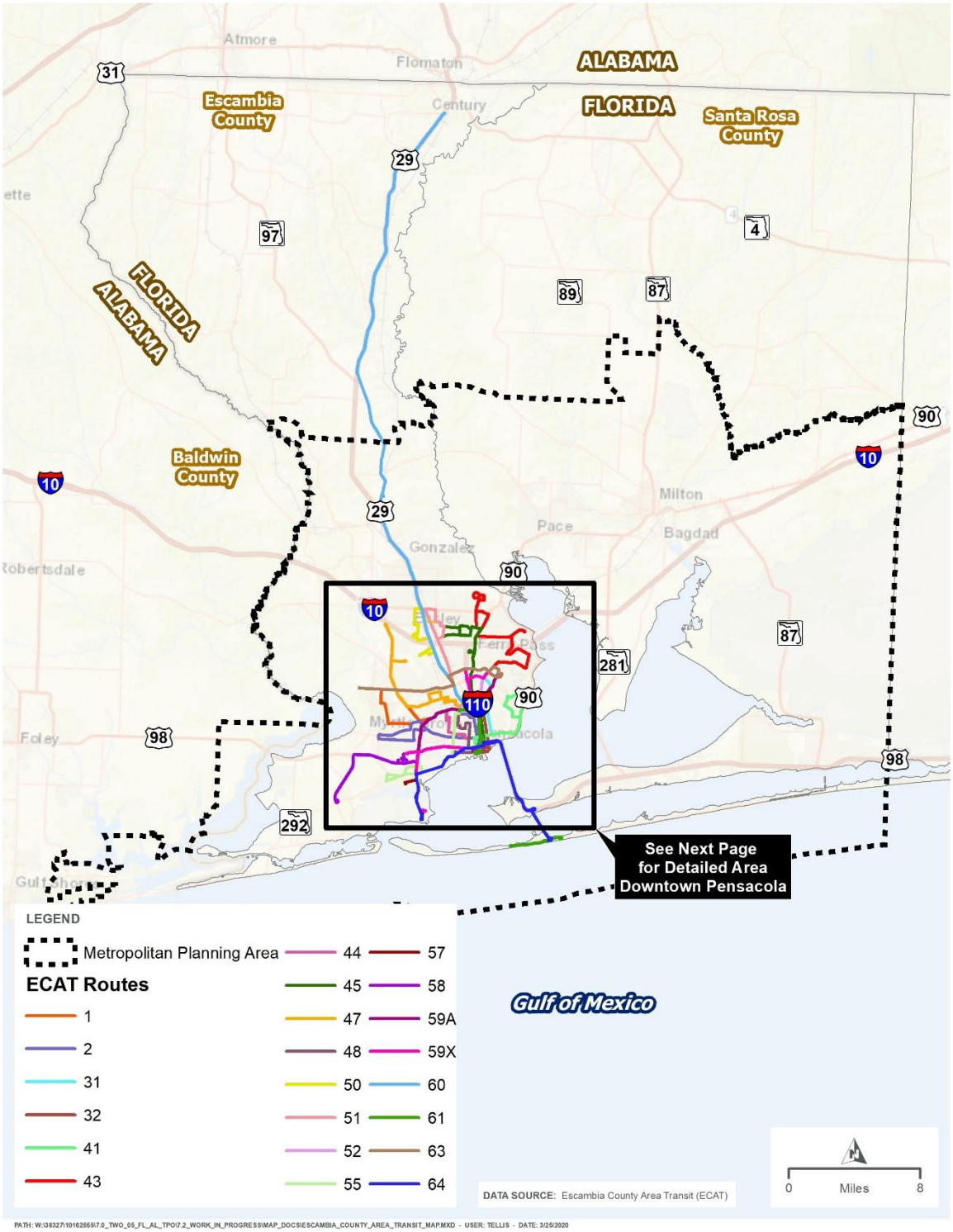
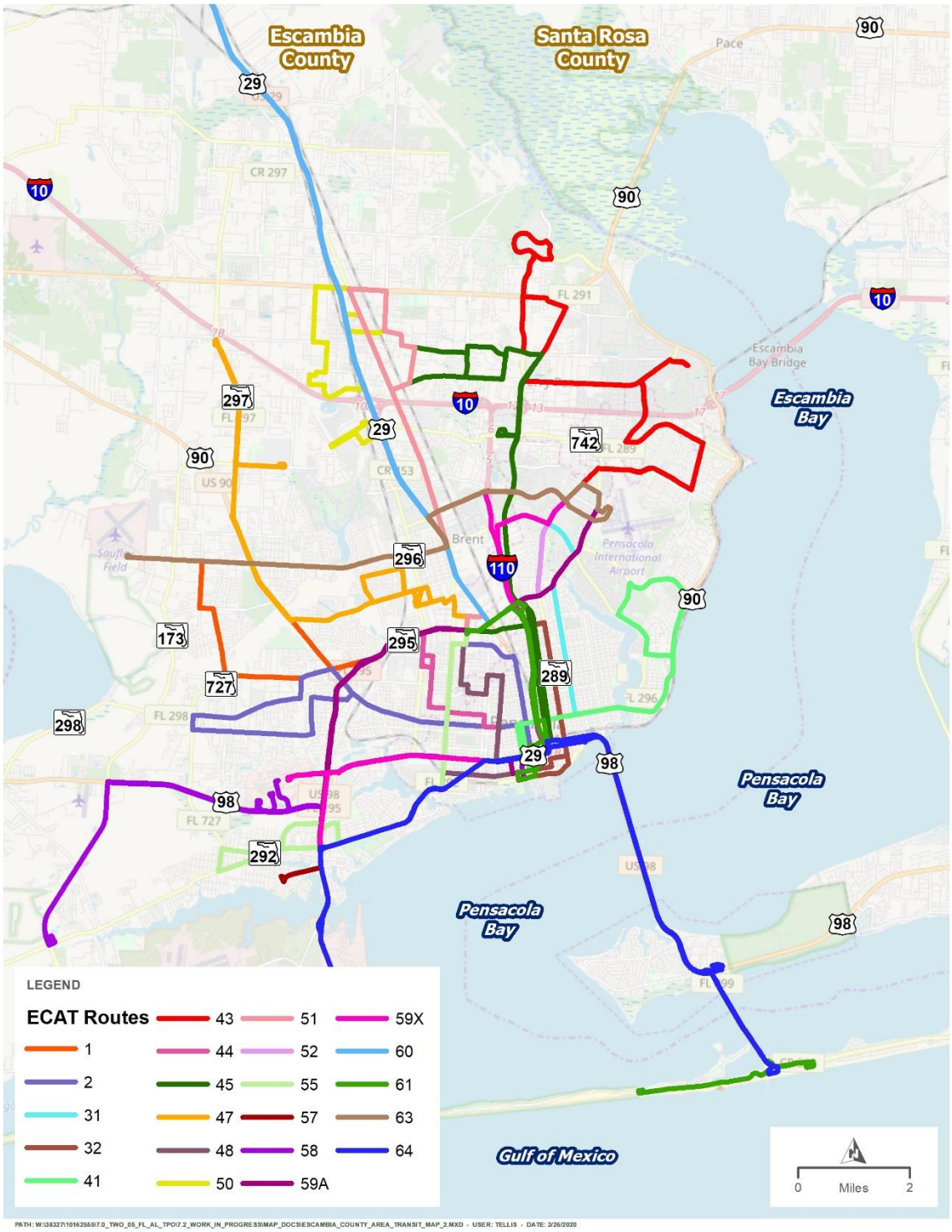


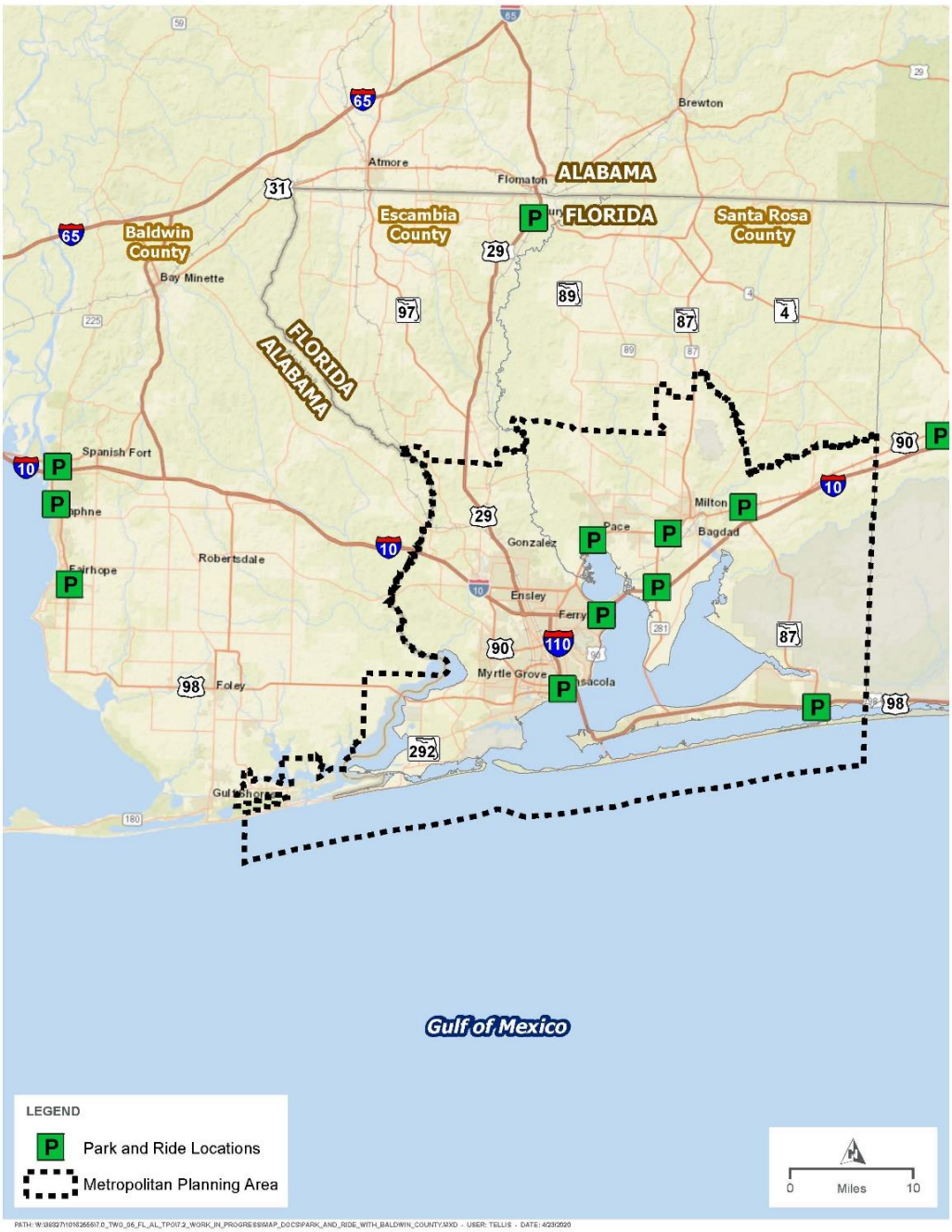
Figure 4. ECAT System Map, Pensacola Inset



1.7.5 Park and Ride

Park and Ride lots are managed by the rideOn program and locations are provided throughout the 10-county region (**Figure 5**). There are eight parking facilities in Escambia and Santa Rosa Counties combined. The Alabama locations are shown in **Figure 5**, but are outside of the TPO boundary.

Figure 5. Park and Ride Lots



1.8 Bicycle Network

The Bicycle network consists of the following facility types:

- On-Road Facilities: On-road bike facilities typically consist of the entire roadway identical to the network excluding freeways, ramps, HOV, and toll facilities where biking is prohibited. Primarily on-road facilities comprise of paved shoulders and bike lanes, or shared lanes marked with *sharrows*.
- Off-Road Facilities: Off-road bike facilities mainly consist of trails and shared-use paths. These facilities are usually separated from a roadway by a curb or painted border.

Figure 6 shows the bicycle and pedestrian network.

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, and toll facilities. The pedestrian routes and trails can be classified into two categories: sidewalks and shared-use paths. **Figure 6** shows the bicycle and pedestrian network.

1.10 Freight Network

While there are other alternatives for moving goods, such as rail, water, and air cargo, the primary movement of goods in the area is done by truck. As part of MAP-21, FDOT was required to develop the *Freight Mobility and Trade Plan*, and ALDOT developed the *2017 Statewide Freight Plan*. These plans 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 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 7** and **Figure 8** show the freight network plan for FL-AL TPO. These build on the routes previously identified by the FL-AL TPO as Regional Highways of Commerce.

1.11 Level of Service

A level of service analysis was completed on all major state and county roads of Escambia and Santa Rosa County and the Metropolitan Planning Area Boundary of Baldwin County consistent with the methodologies in the FDOT 2013 Quality/Level of Service Handbook and the Generalized Service Volume Tables. The analysis outlined the annual average daily traffic (AADT), peak hour peak direction volume, and LOS. It also incorporates an analysis of the maximum service volume, which is the capacity of each facility operating at the LOS level. The complete analysis can be found in the Congestion Management Process document. **Figure 9** highlights the Escambia County, Santa Rosa County and Baldwin County roadway segments that are operating below FDOT LOS targets in 2018.

Figure 6. Bicycle and Pedestrian Trails

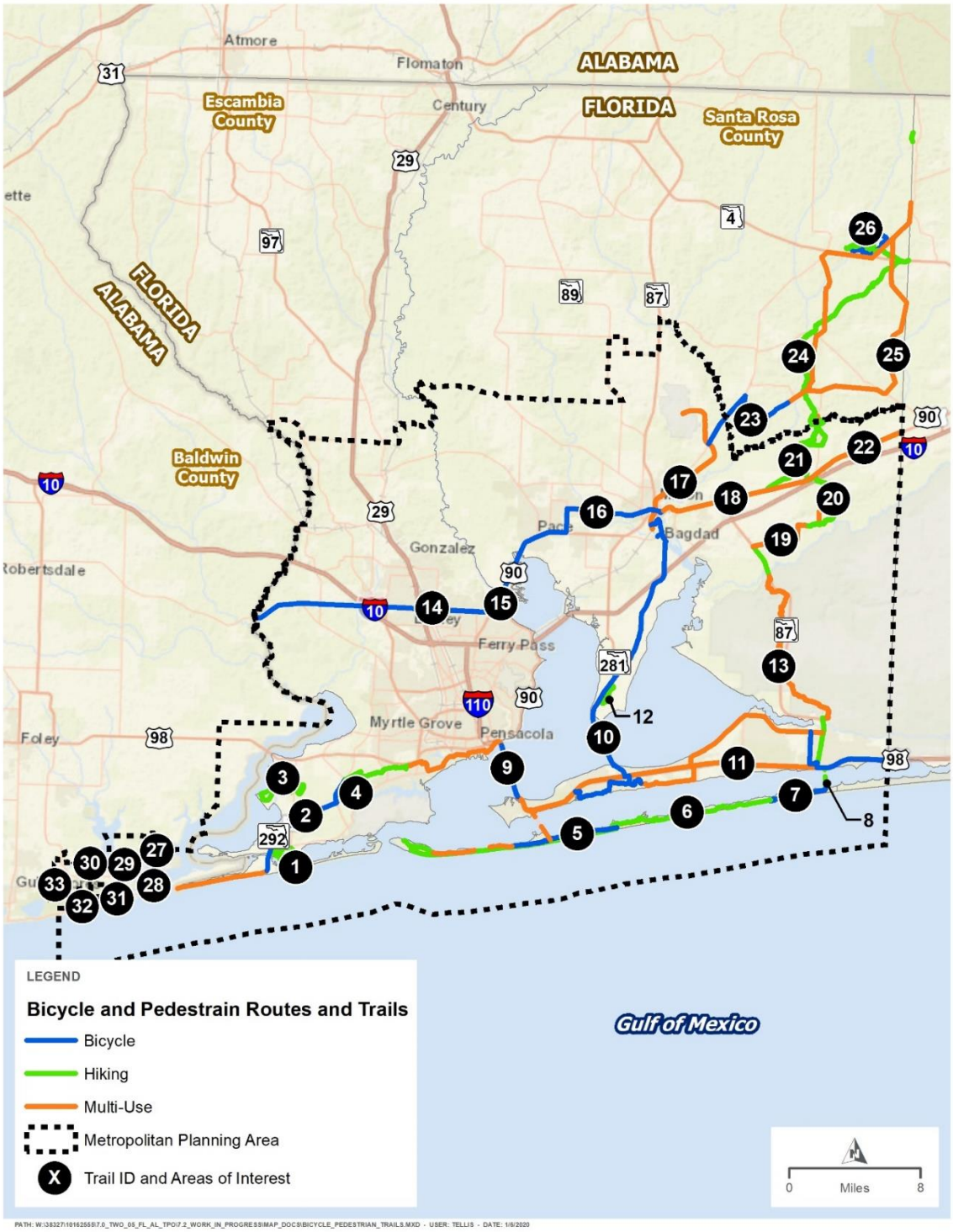


Figure 7. Truck Volumes

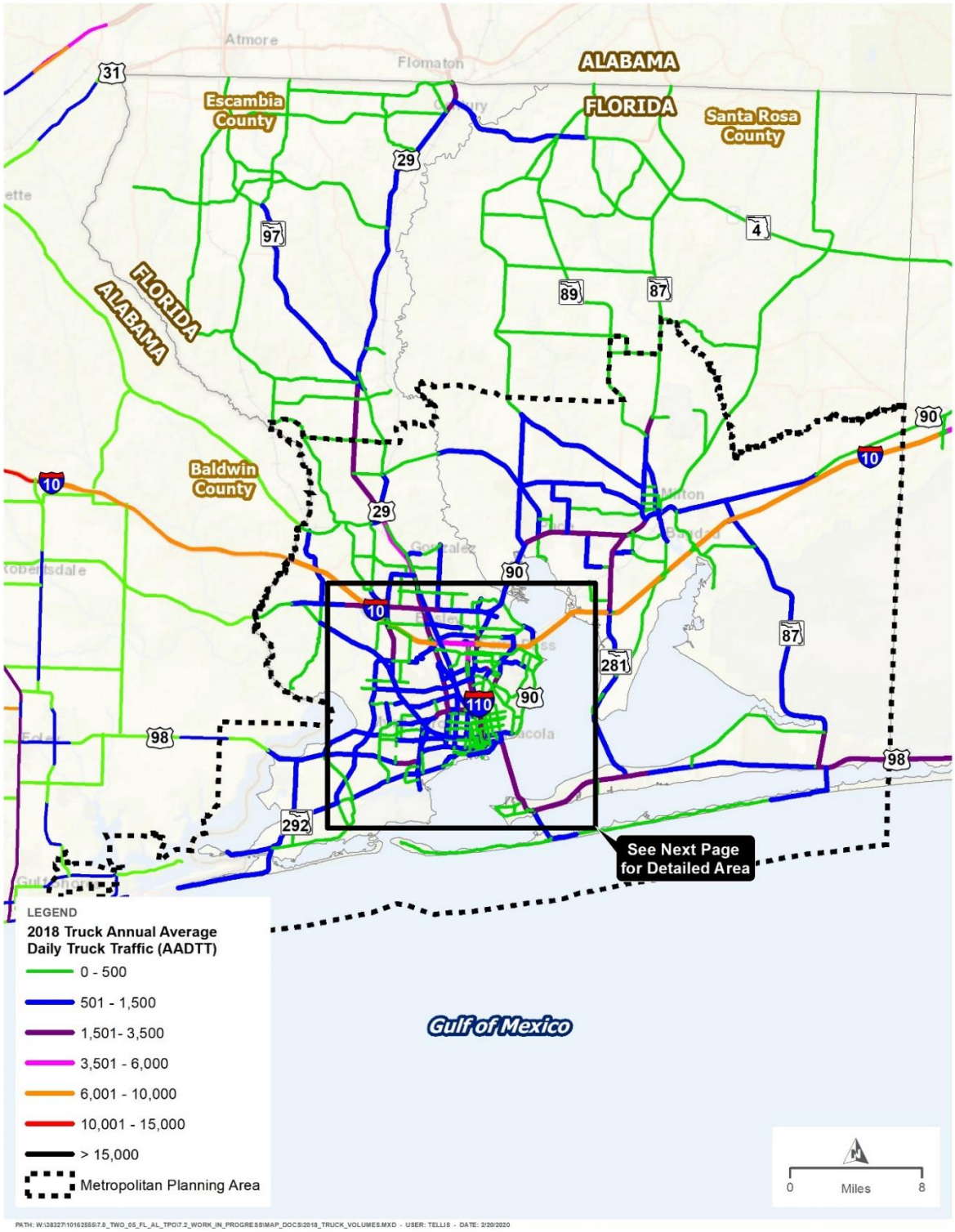


Figure 8. Truck Volumes, Pensacola Inset

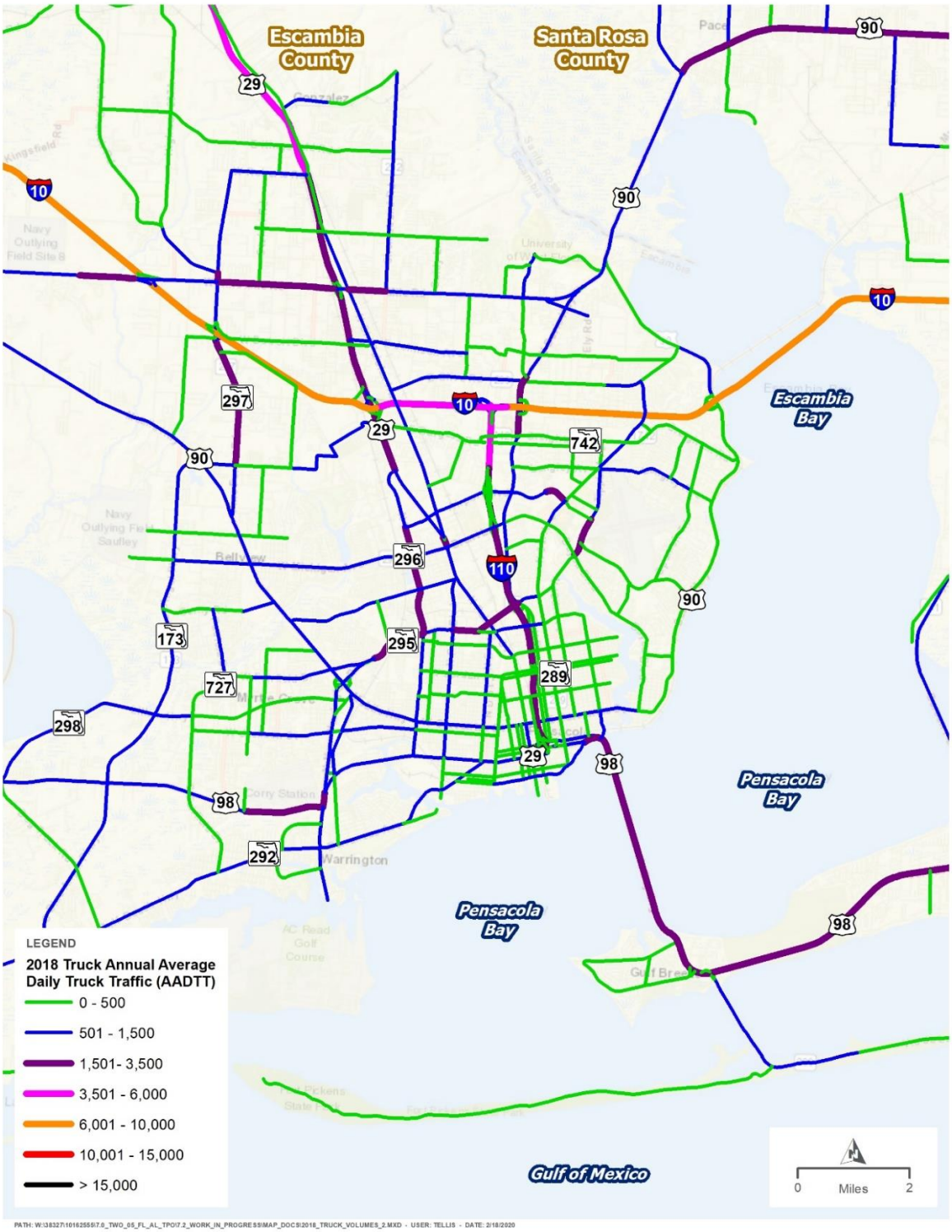


Figure 9. Segments Operating Below FDOT LOS Targets



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 2012-2016. The amount of traffic on the segment is directly proportional to the frequency of crashes occurring on the roadway segment. The crash rate data shown in **Figure 10** and **Figure 11** provide a comparison between the districtwide average crash rates to 2016 actual crash rates, and illustrates segments with below, average or high crash rates.

"Prior to the 1995 amendment to 23 U.S.C. §409, ALDOT released crash data to members of the public upon request with payment of a $100 fee. One purpose of the 1995 amendment was to protect raw data from discovery and admission into evidence. Thereafter, ALDOT ceased releasing crash data to the public. In *ex parte* Alabama Dept. of Transp., 757 So. 2d 371 (Ala. 1999), the Alabama Supreme Court ruled that ALDOT's refusal to release crash data was proper and supported by 23 U.S.C. §409 and the crash data were also exempt from production in an "open records" request. As a result, ALDOT does not provide access to the safety data, nor does it disclose information in response to either litigation requests or open records requests".[4]

Traffic fatalities are published annually by the National Highway Traffic Safety Administration (NHTSA). Traffic fatalities by counties can be found in their reports. **Figure 12** compares the traffic fatalities in Escambia, Santa Rosa, and Baldwin counties from 2013 through 2017.

[4] https://www.dot.state.al.us/dsweb/divted/TrafficSOS/pdf/ALDOTSafetyDataAccessGuidebookJune2016.pdf

Figure 10. Crash Rate Hotspots

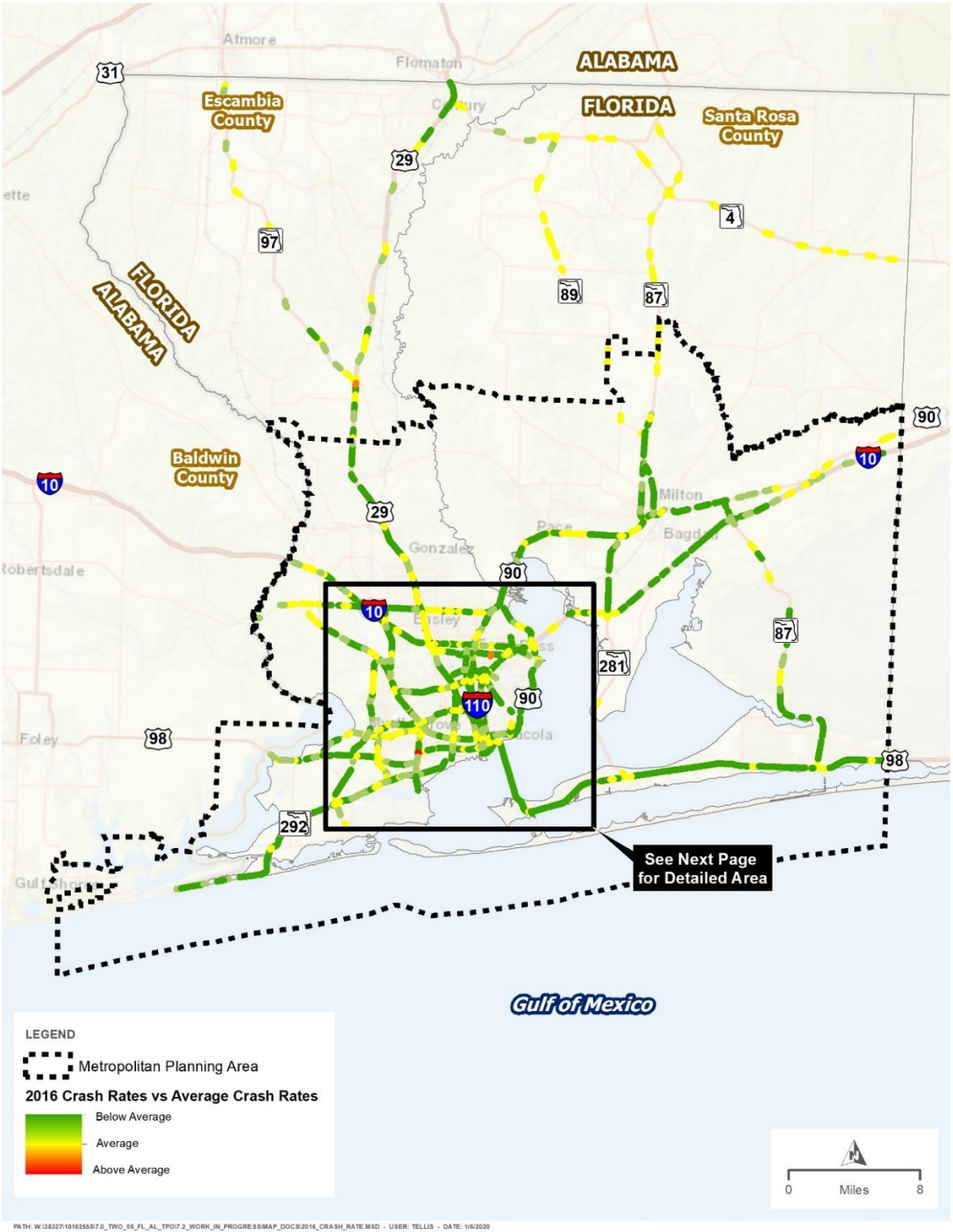


Figure 11. Crash Rate Hotspots, Pensacola Inset

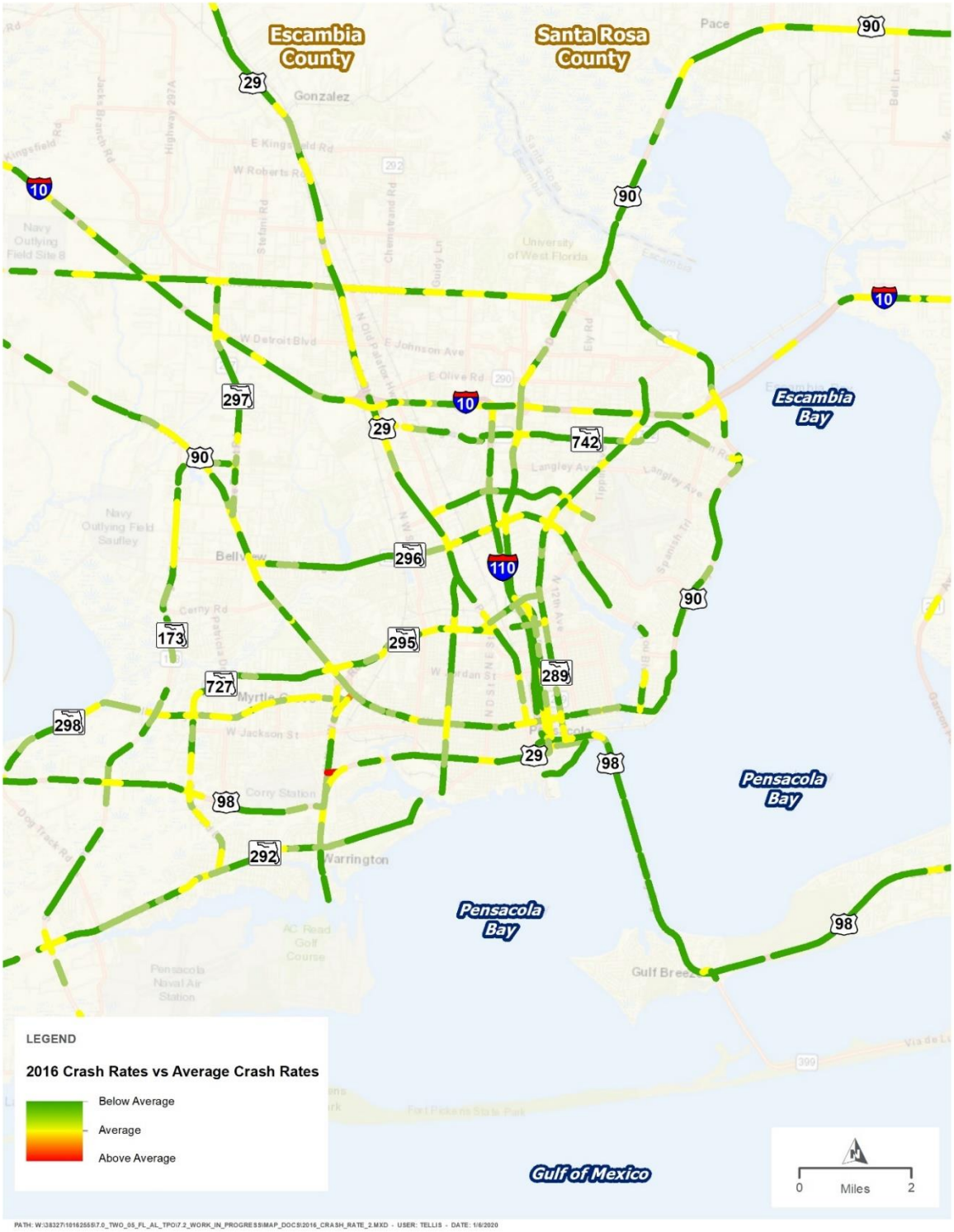
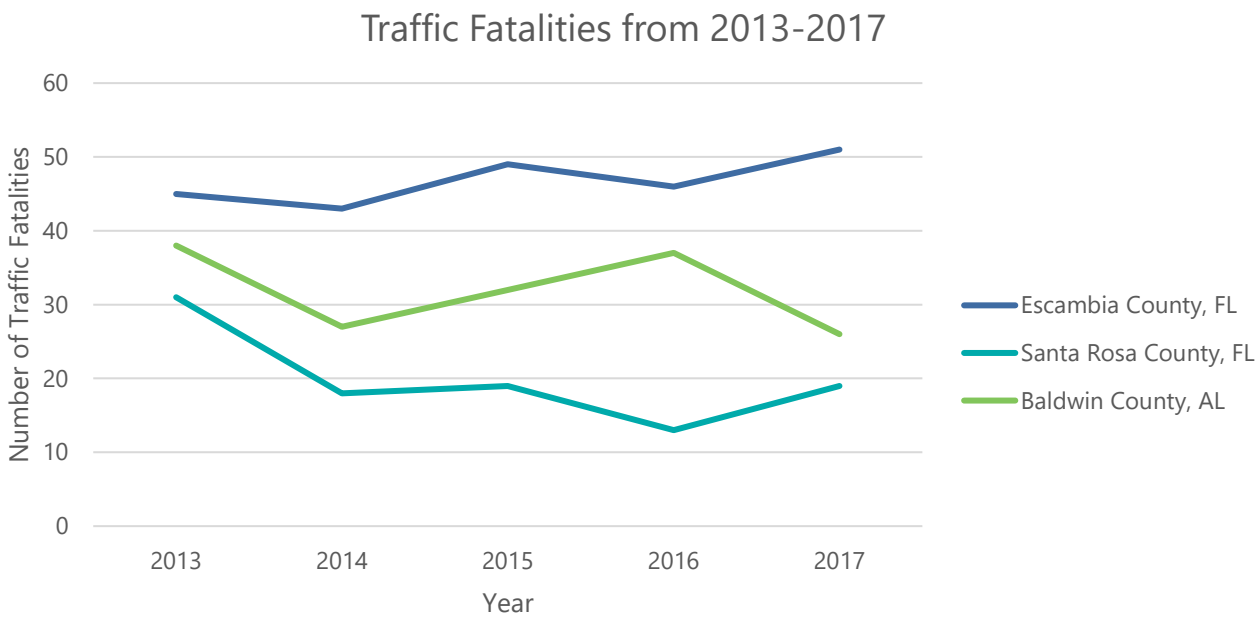


Figure 12. Traffic Fatalities



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

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

1.13 Federal Requirements and Emphasis Areas

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

Table 1. Federal Planning Factors

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).[5] 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 2** summarizes the Federal Expectations and Emerging Issues.

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



Table 2. 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 CFR 450.316(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 Strategies Memo and 23 CFR 450.324(f)(10)
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 35.150(d)
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)

Expectation/Issue	Description	Source
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 / 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 [6]	Use multiple scenarios for consideration by the MPO in the development of the LRTP.	Jan 2018 Strategies Memo

[6] The FL-AL TPO 2045 LRTP Scope does not include Scenario Planning.

1.15 State Guidance and Emphasis Areas

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

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

- *FL Strategic Highway Safety Plan*
- *FL Bicycle and Pedestrian Strategic Safety Plan*
- *FL Greenways and Trails System Plan*
- *FL Shared Use Non-Motorized (SUN) Trail Program*
- *FL Intelligent Transportation System Strategic Plan*
- *AL Statewide Transportation Plan*
- *AL Strategic Highway Safety Plan*
- *AL Bicycle and Pedestrian Plan*
- *AL Intelligent Transportation System Strategic Plan*

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. [7]

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 3** followed by additional discussion of the three emphasis areas. These three Planning Emphasis Areas are explained in detail in this Long Range Transportation Plan.

[7] 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 3. 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]

1.15.1.1 Rural Transportation Planning

ECRC completed a Rural Transportation Plan in October 2020. The report is found at the ECRC Rural Transportation Plan site:

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

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

1.15.1.2 Transportation Performance Measures

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

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

FHWA has identified the change transportation is undergoing due to new technology and institutions, such as shared mobility firms. Despite the unpredictability of the transportation landscape, planners are under pressure to develop long-range, performance-oriented policies, plans, and investment decisions. Adopting and supporting innovative technologies and business practices supports 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. [8]

> *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 FL-AL TPO transportation needs. The introduction of Automated Vehicles (AVs) will increase the efficiency and utilization of existing roadway. With consideration of AVs, it will help mitigate the severity of congestion and in turn reduce the need for capacity improvements. For the 14 corridors that are expected to experience Very Congested condition in 2045, AVs will reduce the highest V/C ratio from 1.73 to 1.66 and alleviate Very Congested condition to Congested for 2 corridors. For the 14 corridors that will encounter Congested condition, AVs will bring down congestion to Borderline Congested for 7 corridors. For the 25 corridors that will operate at Borderline Congested condition, 10 of the 25 will operate under Non-Congested condition with the consideration of AVs. In addition, it will improve the traffic condition for corridors with a V/C ratio of less than 0.9 by reducing the V/C ratio down to less than 0.83.

[8] 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.

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 25% indicating that emerging technologies may be able to reduce broad needs for capacity improvements.

1.16 Regional and Local Planning Integration

While not specifically required by federal or state direction, regional and local planning documents were examined to evaluate policy goals and objectives and Needs Plan projects that have direct relevance to the transportation system. The Goals and Objectives document more fully explains the state, regional and local documents that were studied as part of this LRTP.

*A discussion of the following regional and local planning documents is found in the **Goals and Objectives** Report:*

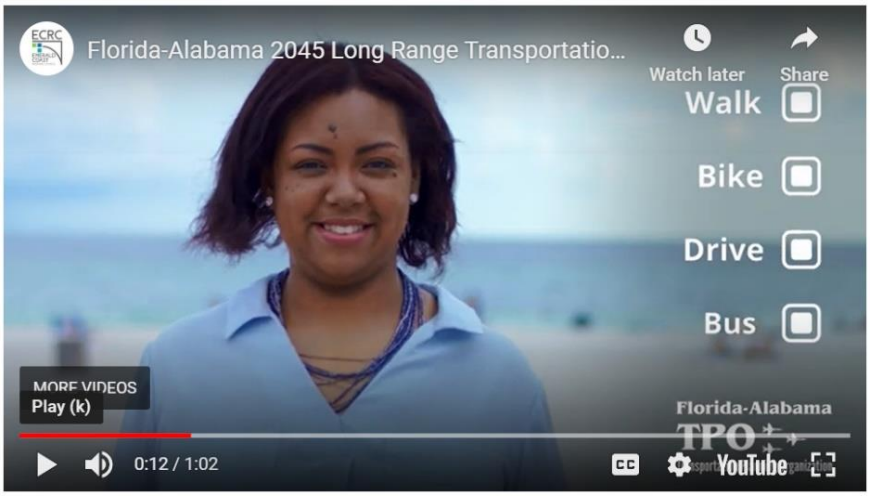
- *Florida Transportation Plan*
- *Alabama Statewide Transportation Plan*
- *ECRC Comprehensive Economic Development Strategy*
- *Escambia County (FL) Comprehensive Plan*
- *Santa Rosa (FL) Comprehensive Plan*
- *Baldwin County (AL) Master Plan*
- *City of Pensacola Mayoral Transition Committee Report*
- *City of Milton Comprehensive Plan*
- *Perdido Key Master Plan*
- *City of Gulf Breeze Master Plan*
- *City of Orange Beach Transportation Master Plan*
- *City of Orange Beach Community Preservation and Growth Management Plan*
- *Northwest FL Transportation Corridor Authority Master Plan*
- *Escambia County Mid-West Sector Plan*
- *South Santa Rosa Bicycle-Pedestrian Plan*
- *Pensacola Beach Master Plan*
- *Pensacola Beach Congestion Management Plan*
- *Milton / Bagdad Riverfront Master Plan*
- *Pace / Pea Ridge Bicycle-Pedestrian Plan*
- *Pensacola Waterfront Framework Plan*
- *Port of Pensacola Master Plan*
- *Pensacola International Airport Master Plan*

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.

- Goals and Objectives (July 10, 2019)
- Financial Resources (February 12, 2020)
- Evaluation Criteria (February 12, 2020)
- Congestion Management Process (May 13, 2020)
- Needs Plan (July 8, 2020)
- Cost Feasible Plan Outreach Report (October 14, 2020)
- Cost Feasible Plan (December 2020).



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.

The video is posted to the ECRC YouTube page at: https://youtu.be/zSJTz2b59lg
and the FL-AL Long-Range Transportation Plan page at:
https://www.ecrc.org/programs/transportation_planning/plans_and_documents/long_range_transportation_plan/2045_lrtp_documents.php

A key component of the public involvement program incorporated public outreach and involvement in the Steering Committee meetings. A total of 10 Steering Committee meetings were held during the development of the 2045 Long-Range Transportation Plan, each as noticed public meetings. Both for in-person meetings (pre-COVID), and virtual meetings, members of the public routinely attended and participated. In addition, an independent local non-governmental organization, Studio 850, would frequently rebroadcast the public meetings on their Facebook page resulting in broader local coverage. Other non-governmental organizations, such as Escambia County Citizen's Watch, would also frequently share information on the meetings and solicit input on their social media connections. Efforts such as these, while not a formal part of the Public Involvement Plan, were very useful in helping to reach the general public in a time where in-person meetings were not possible. 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 Florida-Alabama TPO Study Area. The Project Team for the 2045 Long-Range Transportation Plan integrated the Title VI and EJ planning process being developed and implemented as part of an ongoing project. This approach was used to identify EJ areas for consideration in the 2045 Long-Range Transportation Plan. ZIP codes with higher concentrations of minority, transit-dependent, low-income, older adult, and non-English speaking populations were identified as EJ areas. Throughout the project, participants in public outreach activities were asked to provide their residential ZIP codes. Participation from these ZIP codes was considered by the ECRC Public Involvement team to determine participation levels 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. In addition, the Santa Rosa County Creek Indian Tribe, Incorporated, was also included. An invitation to participate was extended from ECRC to the Tribes in November 2018. 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 in November 2018: (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, and (5) Florida Department of Economic Opportunity. For Alabama, the ECRC direct outreach included: (1) Alabama Historical Commission, (2) Alabama Department of Environmental Management, (3) U.S. Fish and Wildlife Service, (4) Alabama Department of Economic and Community Affairs; and (5) U.S. Army Corps of Engineers.

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, South Santa Rosa Bicycle-Pedestrian Plan, Pensacola Beach Master Plan, Milton / Bagdad Riverfront Master Plan, and the Orange Beach Comprehensive Plan. In response, Objective F.5 was specifically modified to incorporate ecotourism, and Objective E.4 was retained to recognize the transportation linkage with tourism destinations. In addition, a representation of the Steering Committee included the Pensacola International Airport.

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, Alabama Strategic Highway Safety 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.

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 and Alabama Transportation Plans, FDOT Metropolitan Planning Organization (MPO) Program Management Handbook, local government comprehensive plans, and the FL-AL TPO LRTP 2040 LRTP 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.
- In addition to the standard federal and state requirements, the results of the FL-AL TPO Federal Certification were reviewed and incorporated.
- 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 Goals and Objectives were presented to the FL-AL Transportation Planning Organization on June 12, 2019; including presentation to the Technical Coordinating Committee on June 10, 2019; and the Citizens Advisory Committee on June 11, 2019.
- A public meeting was held on June 13, 2019 to review the Steering Committee recommendations. Prior to the public meeting, notice was also provided to the environmental agencies and Tribes. Additional public input was received and incorporated.
- The Steering Committee recommendation, as modified by the public input and comment received following the June TPO and Committee review, was sent to the FL-AL TPO and Committees (Citizens Advisory Committee, and Technical Coordinating Committee) for final action at the July 2019 meetings. The 2045 Goals and Objectives were adopted by the FL-AL TPO on July 10, 2019 at the recommendation of the Committees as Resolution FL-AL 19-16.

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 information is summarized below (**Table 4)**.

The vision and mission statements and subsequent goals and objectives serve as the guiding principles of the FL-AL TPO 2045 LRTP. These statements will guide the development of the plan update. For the 2045 LRTP, the vision and mission statements are continued from the 2040 LRTP.

- **Vision**: The Florida-Alabama Transportation Planning Organization envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.
- **Mission**: The Florida-Alabama TPO 2045 Long-Range Transportation Plan promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Table 4. 2045 Goals and Objectives

GOAL A: A transportation system that is safe and secure	
Objective A.1	Develop projects that increase 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), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measure. Identify methods to monitor and evaluate performance. Include a System Performance Report.
Objective A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective A.3	Ensure that the regional transportation system can support 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 clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
Objective A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
Objective A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
Objective A.9	Objective A.9: 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: A transportation system that meets user needs	
Objective B.1	Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 FL-AL LRTP Public Involvement Plan.
Objective B.2	Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.
Objective B.3	Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).
Objective B.4	Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.
Objective B.5	Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)[9]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.
GOAL C: A transportation system that is maintained and operated efficiently	
Objective C.1	Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
Objective C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective C.3	Ensure that appropriate stormwater measures are included in all roadway projects.
Objective C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies, and incorporate results from previous Corridor Management Studies.

[9] Includes Automated and Connected Vehicles, and Autonomous Vehicles.



GOAL D: A Transportation System that Is Multimodal, Integrated, Connected, and Innovative	
Objective D.1	Interconnect land uses and transportation facilities.
Objective D.2	Increase the accessibility and mobility of people and goods.
Objective D.3	Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS], and Automated Driving Systems [ADS][10].
Objective D.4	Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.
Objective D.5	Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.
Objective D.6	Advance the flow of traveler information (such as innovative technology).
Objective D.7	Seek opportunities to provide a passenger rail system.
GOAL E: A transportation system that supports and promotes economic vitality.	
Objective E.1	Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.
Objective E.2	Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.
Objective E.3	Implement projects that will support the military's ability to carry out its missions at the region's installations.
Objective E.4	Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations.
Objective E.5	Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.

[10] Includes Automated and Connected Vehicles, and Autonomous Vehicles.

GOAL F: A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.	
Objective F.1	Consider the health impacts of projects and policies for transportation investments.
Objective F.2	Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation.
Objective F.3	Implement complete street and/or context sensitive design into projects.
Objective F.4	Improve para-transit services.
Objective F.5	Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.
Objective F.6	Maintain air quality attainment status for ground level ozone.
GOAL G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.	
Objective G.1	Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.
Objective G.2	Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.
Objective G.3	Ensure consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).
Objective G.4	Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.
Objective G.5	Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Tribal, and Utilities) and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.
Objective G.6	Coordinate with health and education planning efforts to ensure holistic community planning (economic, health, education, etc).
Objective G.7	Develop projects in sufficient detail to prepare fiscally-constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.

3.4 Adopted 2045 Goals and Objectives – Federal Requirements

Table 5 shows how the required federal Planning Factors were included in the strategies of 2045 LRTP. An "**x**" indicates the Objective **fulfills** the Goal.

Table 5. 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	x	x	x			x	x		
	A.2	x									
	A.3	x	x						x	x	
	A.4	x	x					x			
	A.5	x	x							x	
	A.6	x	x				x		x	x	
	A.7	x	x				x			x	
	A.8	x	x			x			x	x	
	A.9	x	x							x	
Goal B: Meets User Needs											
Objectives	B.1							x	x		
	B.2			x		x	x		x		
	B.3	x		x		x			x		
	B.4								x		
	B.5								x		

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

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

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

Table 6 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. Goal E18 is optional and does not include Objectives to implement the goal (as indicated with a "**-**").

Table 6. 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			x										-
	A.3					x								x					-
	A.4					x													-
	A.5													x					-
	A.6													x					-
	A.7													x					-
	A.8													x					-
	A.9													x					-
Goal B: Meets User Needs																			
Objectives	B.1								x										-
	B.2								x										-
	B.3								x										-
	B.4								x										-
	B.5										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
Goal C: Maintained and Operated Efficiently																			
Objectives	C.1				x														-
	C.2				x														-
	C.3							x											-
	C.4								x										-
Goal D: Multimodal, Integrated, Connected																			
Objectives	D.1																	x	-
	D.2						x											x	-
	D.3										x	x	x					x	-
	D.4						x			x								x	-
	D.5									x									-
	D.6												x						-
	D.7										x								-
Goal E: Economic Vitality																			
Objectives	E.1						x												-
	E.2						x												-
	E.3										x								-
	E.4													x					-
	E.5										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
Goal F: Quality of Life, Environment, Public Health, Vulnerable Users																			
Objectives	F.1																	x	-
	F.2							x										x	-
	F.3																	x	-
	F.4																	x	-
	F.5																	x	-
	F.6																	x	-
Goal G: Consistent, Continuing, Cooperative, Comprehensive																			
Objectives	G.1		x															x	-
	G.2	x	x											x	x				-
	G.3		x															x	-
	G.4	x		x											x	x			-
	G.5	x	x																-
	G.6																	x	-
	G.7				x												x		-

4 Evaluation Criteria

4.1 Introduction

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

4.2 Development of Evaluation Criteria

The Evaluation Criteria Technical Report documents the process and outcome of how the 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 two meetings (September, and October 2019) by examining the previous 2040 criteria, and incorporating lessons learned from both the Bay TPO and Okaloosa-Walton TPO from their 2040 Long-Range Transportation Plans. The Evaluation Criteria were approved by the FL-AL TPO and Committees in February 2020, and the results were applied to evaluate the Needs Plan Projects. The results of the evaluation are provided in the Evaluation Criteria Technical Report, and the Cost Feasible Plan Technical Report where 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 7**. The categories were weighted as follow for a maximum of 310 points per project:

• Safety and Security:	3 criteria, 3 points, weighted at 25%:	75 points
• User Needs:	3 criteria, 3 points, weighted at 15%:	45 points
• Operational and Integrated:	6 criteria, 6 points, weighted at 15%:	90 points
• Multi-Modal:	2 criteria, 2 points, weighted at 15%:	30 points
• Economic Vitality:	3 criteria, 3 points, weighted at 10%:	30 points
• Quality of Life:	2 criteria, 2 points, weighted at 10%:	20 points
• Planning Consistency:	2 criteria, 2 points, weighted at 10%:	20 points
:		310 points

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

Table 7. 2045 Evaluation Criteria

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit <--> Higher Benefit)		
Safety and Security - 25% [Goal A; Objectives A.1, A.2, A.4]			
Hurricane Evacuation [Project is on or develops Hurricane Evacuation Route]	0		1
To what extent will the project support movement of people, goods, or services to facilitate evacuation?	No		Yes
Safety Improvement Strategies [Accident rates based on Signal Four Analytics]	0	0.5	1
Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years.	Lowest	Mid Range	Highest
Intermodal Access [Project on SIS, STRAHNET, military, otherwise regionally significant]	0		1
Is the project on one of these facilities?	No		Yes
User's Needs - 15% [Goals B, D, & E; Objectives B.2, B.3, B.4, D.3, D.6, E.1]			
Existing Level of Service (LOS) [Project existing LOS based on Congestion Management System]	0	0.5	1
What is the existing LOS on the project route?	A or B	C or D	E or F
Future LOS [Project future LOS 2045 in Needs Assessment]	0	0.5	1
What is the future LOS on the project route?	E or F	C or D	E or F
Connectivity [Project improves continuity or connectivity over the network)	0	0.5	1
Is the project on a Principal Arterial, Arterial, or Collector / Other?	Collector / Other	Arterial	Principal Arterial
Operational and Integrated - 15% [Goals B, C, & D; Objectives B.5, C.1, C.2, C.4, D.2, D.3, D.6]			
Intelligent Transportation System (ITS) / Advanced Transportation Management System (ATMS) [Project supports ITS / ATMS implemer	0		1
Does the project advance ITS / ATMS implementation?	No		Yes
Adopted Plans [Project addresses user needs in adopted master, regional, local plans, including Freight or Corridor Management Plans]	0		1
Is the project listed in an adopted plan?	No		Yes
Freight Plan [Is the project in an adopted Freight Plan?]	0		1
To what extent does the project advance an adopted Freight Plan?	No		Yes
Existing Volume-to-Capacity (V/C) [What is existing Volume-to-Capacity ratio based on Regional Transportation Model?]	0		1
Is the V/C Ratio less than 1.3?	less than 1.3		greater than 1.3
Future V/C [What is future Volume-to-Capacity ratio based on Regional Transportation Model?]	0		1
Is the V/C Ratio less than 1.3?	less than 1.3		greater than 1.3
Structurally Deficient Upgrades [Project replaces / improves structurally deficient infrastructure]	0		1
Is the project identified on the TIP for resurfacing or replacement?	No		Yes
Multi-Modal - 15% [Goal D & F; Objectives D.2, D.3, D.4, D.5, F.3, F.4]			
Pedestrian, Bicycle, Public [Project included as a Pedestrian project in the Bicycle/Pedestrian Plan]	0	0.5	1
Does the project provide for multi-modal connections for bicycle, pedestrian, or public transit, or park-and-ride / ride-share?	greater than 2 miles	within 2 miles	Same facility
Complete Streets [Project provides for Complete Streets implementation]	0		1
Does the project provide for Complete Streets implementation as determined by the local government[s] having jurisdiction?	No		Yes
Economic Vitality - 10% [Goals E & F; Objectives E.1, E.3, E.4, E.5, F.5]			
Economic Development [Project provides connection to activity center]	0		1
Does the project provide direction connection to ports, industrial or tourist centers, military bases, shopping, medical, or education?	No		Yes
Rural Connectivity [Project provides additional connection / enhancement to rural areas]	0		1
Does the project provide connection to rural areas?	No		Yes
Tourism and Recreation [Project provides for tourism, recreation, linkages to water, trails, parks]	0		1
What is the project proximity to tourist / recreation destination?	greater than 2 miles		0 to 2 miles
Quality of Life - 10% [Goal F & G; Objectives F.1, F.2, F.5, F.6, G.6]			
Environmental [Project Development & Environment (PD&E) Study and/or Efficient Transportation Decision Making (ETDM) Review]	0	0.5	1
Does the project have impacts or no impacts?	Substanial	Moderate	Low
Community Impact [Project community impacts assessed]	0		1
To what extent does the project have community support based on PD&E or ETDM input?	Low		High
Planning Consistency - 10% [Goal G; Objective G.2]			
Status [Project Evaluation and Work Plan]	0	0.5	1
Are one or more phases of the project scheduled in the 5-Year Work Plan?	No	PD&E / Design	Right-of-Way or Construction
Local Government Contribution [Project funding includes local government contribution]	0		1
To what extent does the project include local government funding or other contribution?	No		Yes

5 Financial Resources

5.1 Introduction

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

5.2 Development of Financial Resources

Appendix F of this Long-Range Transportation plan provides the FDOT Revenue Forecast (September 27, 2018), along with the excerpt from the FDOT *Revenue Forecasting Guidebook* (January 2019) on adjusting to Year of Expenditure costs, and the guidance from Alabama Department of Transportation.

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. The First and Second Five Year Plans present costs in Year of Expenditure dollars, while the SIS Long-Range Plan is expressed in Present Day Costs, with costs allocated to three funding periods: FY2028/2029 – 2035/2035; FY2035/2036 – 2039/2040; and FY2040/2041 – 2044/2045. FDOT periodically adjusts available SIS funding. This Long-Range Transportation Plan will be Amended when new SIS funding projections become available.

Funding summaries for Florida and Alabama are presented in **Table 8** and **Table 9.** These numbers were used for the October 2020 adoption of the Long-Range Transportation Plan, and adjusted in the January 2021 Amendment 1.

Table 8. 2045 Projected Funding (FL)

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	$95.37	$169.58	$187.73	$190.87	$390.04	$1,033.59
Non-SIS	$14.41	$118.34	$149.53	$163.46	$342.30	$788.04
Transit	$8.68	$48.21	$60.79	$66.57	$138.69	$322.94
TMA / SU Funds	$5.40	$26.99	$26.99	$26.99	$53.98	$140.35
Total Capacity Programs*	**$123.86**	**$361.12**	**$425.04**	**$447.89**	**$925.01**	**$2,284.92**

SIS projects from July 2019 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 September 27, 2018 FDOT Revenue Forecast for Florida-Alabama TPO and Operations and Maintenance Costs are listed by programs, not costs in this report.

Table 9. 2045 Projected Funding (AL)

State and Federal Funds from 2045 Revenue Forecast
Alabama Department of Transportation

Capacity Programs	Time Periods (Fiscal Years)					
	2020	**2021-2025**	**2026-2030**	**2031-2035**	**2036-2045**	**26-Year Total**
Capacity	$62,768,212	$19,135,648	$782,140	$822,037	$1,772,010	$85,280,047
Operations and Maintenance	0	$288,842	$1,488,116	$1,564,025	$3,371,463	$6,712,446
Transit	$29,329	$326,577	$343,235	$360,744	$777,631	$1,837,516
TMA / SU Funds	660,857	$815,992	$857,615	$901,362	$1,943,006	$5,178,832
Total Capacity Programs*	**$63,458,398**	**$20,567,058**	**$3,471,106**	**$3,648,168**	**$7,864,110**	**$99,008,841**

**Estimates provided by the Alabama Department of Transportation-Montgomery Office.*

5.3 Amendment of Financial Resources

When this Long-Range Transportation Plan was adopted in October 2020, available funding was presented in terms of Year of Expenditure revenue, but project costs were presented in Present Day Costs. It was determined that an Amendment was required in order to adjust (deflate) the available revenue projection from future, or Year of Expenditure, to Present Day. Available funding was adjusted to equate Year of Expenditure (from FDOT Revenue Forecast Revenue Forecast V2 Table 5 and Table 6) to Present Day Costs of project estimates. 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 process. The result is that available Capacity funds were effectively reduced from $763,250,000 to $449,905,558, a difference of $313,344,442 (**Table 10**). Available Transit funds were effectively reduced from $266,050,000 to $156,655,076, a difference of $109,394,924 (**Table 11**). The revised available funding projections for this Long-Range Transportation Plan are summarized in **Table 12**.

Table 10. 2045 Amended Capacity Revenue (FL)

Available Funds (non-SIS+TMA and SU)	YOE	Multiplier	Present Day Cost
FY 2026-2030	$176,520,000	1.32	$133,727,273 (76%)
FY 2031-2035	$190,450,000	1.55	$122,870,968 (65%)
FY 2036-2045	$396,280,000	2.05	$193,307,317 (49%)
FY 2026-2045	**$763,250,000**		**$449,905,558 (59%)**

Table 11. 2045 Amended Transit Revenue (FL)

Available Funds (Transit)	YOE	Multiplier	Present Day Cost
FY 2026-2030	$60,790,000	1.32	$46,053,030 (76%)
FY 2031-2035	$66,570,000	1.55	$42,948,387 (65%)
FY 2036-2045	$138,690,000	2.05	$67,653,659 (49%)
FY 2026-2045	**$266,050,000**		**$156,655,076 (59%)**

Table 12. 2045 Amended Revenue Summary (FL)

Available Funding Projection				
	Adoption (Oct 2020)	Amendment (Jan 2021)	Difference	
			$	%
Capacity	**$763,250,000**	**$449,905,558**	$313,344,442	59%
Transit	**$266,050,000**	**$156,655,076**	$109,394,924	(41% reduction)

For Alabama projects, SU funding for the bicycle / pedestrian projects was reduced from $3,701,983 to $3,167,660; capacity funding was retained at $3,036,240, and transit funding was reduced from $1,481,610 to $1,332,431. The adjustments were explained in a virtual public meeting on December 10, 2020.

6 Needs Plan

6.1 Introduction

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

6.2 Development of Needs Plan Projects

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

Figure 13. Needs Plan Process



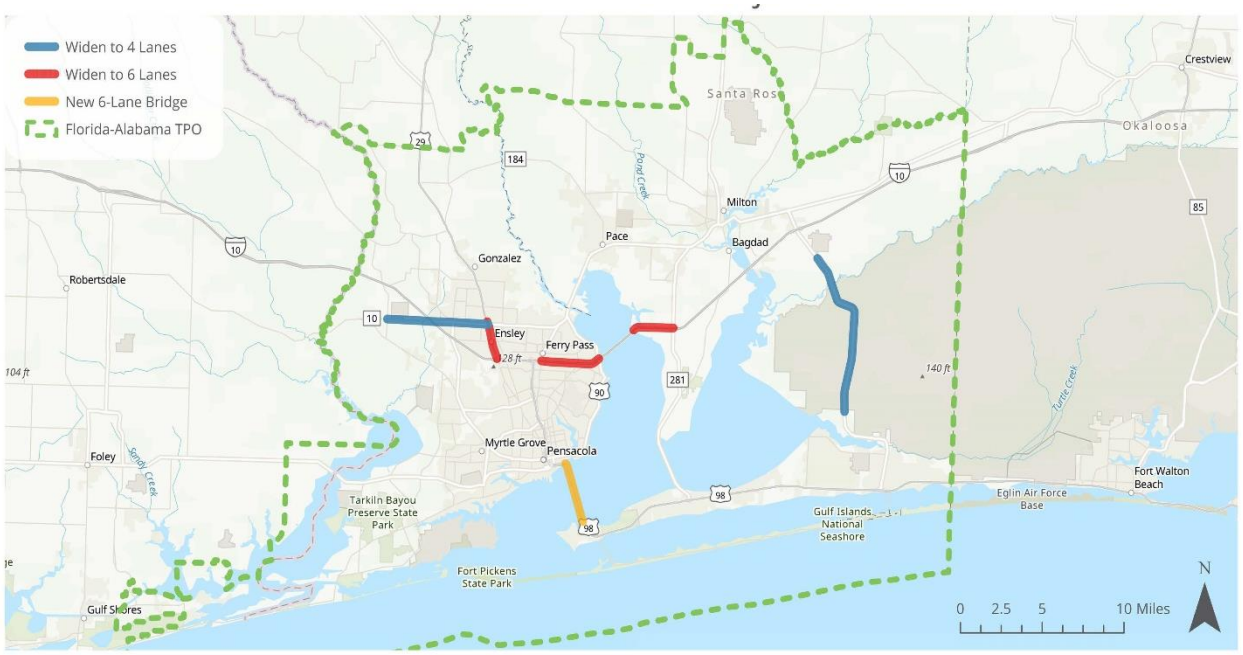
6.2.1 Existing Plus Committed Network

To determine what roadway projects are initially needed, an Existing plus Committed Network is established. The Existing plus Committed Network is comprised entirely of major arterial and collector roads, within the study area, plus new or expanded (committed) roadways funded for construction between 2015 and 2024. These projects are then coded into the transportation model and the model is run with the updated land use data to determine deficiencies. Deficiencies are based on volume to capacity ratios. To determine the transportation needs, the traffic model is run using the Existing plus Committed Network and projected future land use. The inputs to the model considered local government master plans including the Escambia County Sector Plan, input from the Land Use Subcommittee, and socioeconomic data from various state and local government resources. The list of projects, as well as the map of the Existing plus Committed Network along with the deficiencies, are listed in **Table 13**, and shown in **Figure 14**.

Table 13. FL-AL Committed Projects

Roadway	Limits	Project
I-10	East of SR 291 to West of Escambia Bay Bridge	Widen to 6 lanes
I-10	East of Escambia Bay Bridge to SR 281	Widen to 6 lanes
US 98 (Pensacola Bay Bridge)	Bayfront Parkway West of 17th to Baybridge Professional Park	New 6-lane bridge
SR 87	South of Nichols Lake Road to Burton Circle	Widen to 4 lanes
US 29	I-10 to North of Nine Mile Road	Widen to 6 lanes
US 90A (Nine Mile Rd.)	Beulah Road to I-10	Widen to 4 lanes
US 90A (Nine Mile Rd.)	I-10 to SR 297	Widen to 4 lanes
US 90A (Nine Mile Rd.)	SR 297 to US 29	Widen to 4 lanes
Canal Road	Foley Beach Express to Orange Beach Boulevard	Widen to 5 lanes

Figure 14. FL-AL Committed Projects



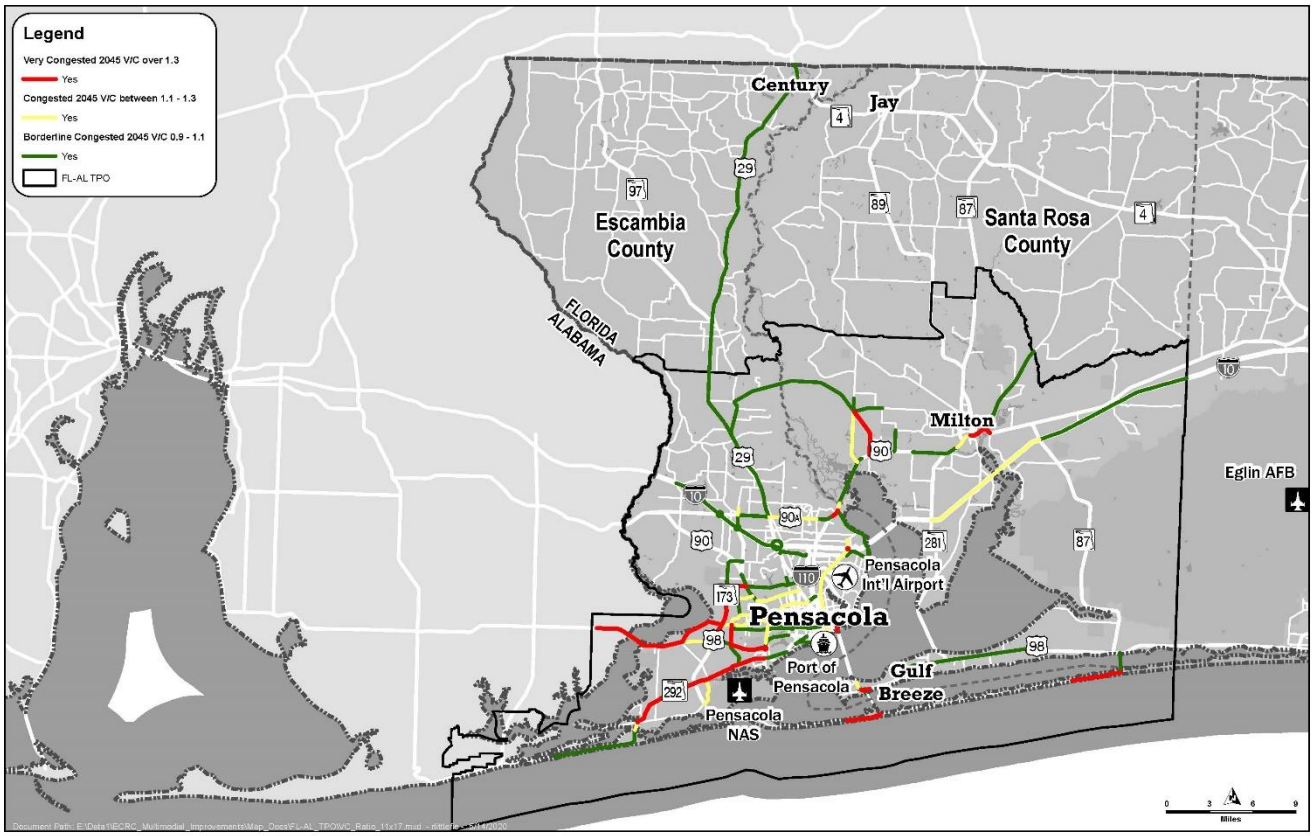
6.2.2 E+C Deficiencies

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, ALDOT, 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. A GoTo meeting was held on May 30, 2019 to review and understand how the Base Year (2015) was developed and projected by Traffic Analysis Zones. An in-person meeting was held June 24, 2019 at Pensacola City Hall, hosted by FDOT. 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 14** and shown in **Figure 15**.

Table 14. 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. FL-AL Existing Plus Committed Project Deficiency Map



6.2.3 2040 Needs Plan

The next step in the 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 if the projects were still warranted or if they could be removed for other reasons. Some of these projects have been completed and some of the needs have changed because of changes in roadway ownership, land use, development patterns, development intensity and revised population and employment forecasts. Projects that were removed were also reviewed with the Steering Committee. These projects are listed in **Table 15**.

Table 15. 2040 Needs Plan Projects Not Included in 2045 Needs Plan

Roadway	Limits	Project	Reason Not Included in 2045
Florida Projects			
Perdido Key Drive	From Alabama State Line to South end of ICWW Bridge	Provide enhanced capacity through multi-modal improvements	Roadway has been transferred to Escambia County
US 90 (Mobile Hwy)	From Godwin Lane to US 90 (W. Nine Mile Road)	Widen to 4 Lanes	Roadway not deficient
SR 742 (E. Burgess Road)	From Lanier Drive to Plantation Road	Enhanced 2 Lanes	Roadway not deficient
I-10	From West of Davis Highway (SR 291) To US 90 (Scenic Highway)	Widen to 6 Lanes	Committed Project
I-10	From US 29 to West of Davis Highway	Widen to 8 Lanes	not on SIS Needs Plan
17th Avenue at Bayfront Parkway		Intersection	Committed Project Bridge Replacement
US 98 (W. Navy Blvd)	From New Warrington Road to Bayou Chico	Widen to Four Lanes	Project changed to Complete Streets Project
SR 742 (Creighton Road)	From Forest Glen Drive (east of 9th Ave) to US 90 (Scenic Highway)	Widen to Four Lanes	Project changed to Complete Streets Project
College Parkway Extension	From SR 296 (Brent Lane) to Trinity Drive	New 2 lane facility	Project connectivity has been completed
Eglin Field/Hurlburt Field Bypass	From SR 87 South into Okaloosa County	New 4 Lane roadway	Removed as Aspirational Project per Eglin Air Force Base request
CR 399 (East Bay Boulevard)	From SR 87 to Edgewood Drive	Enhanced 2 Lanes	Corridor Management Plan

Roadway	Limits	Project	Reason Not Included in 2045
SR 399 (Navarre Beach Causeway	From US 98 (SR 30) to SR 399 (Gulf Boulevard)	Enhanced 2 Lanes	Project has been completed
Edgewood Drive	From CR 399 (East Bay Boulevard) to US 98	Enhanced 2 Lanes	Project has been completed
Alabama Projects			
AL SR 180 (Canal Road)	From Foley Beach Express to SR 161	Widen to 5 Lanes	Committed Project
AL SR 180 (Canal Road)	From Wilson Boulevard to Pensacola Avenue	Widen to 3 Lanes	Removed at the request of Orange Beach
AL SR 161 at Perdido Beach Blvd		Intersection	Removed at the request of Orange Beach

6.2.4 TPO Priorities and TIPs

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

6.2.5 Review of Planning Documents

The 2045 Long-Range Transportation Plan took a hard look into local and regional planning documents to better understand issues of local importance that have been identified through other efforts. This resulted in several new projects added to the Needs Plan list for 2045. Approximately 70 new projects were added to the 2045 Needs Plan, not previously included in the 2040 Needs Plan, largely as a result of the in-depth review of local planning documents. The planning documents reviewed are further examined in the Goals and Objectives Technical Report and listed below.

*A discussion of the following regional and local planning documents is found in the **Goals and Objectives** Report:*

- *ECRC Comprehensive Economic Development Strategy*
- *Escambia County (FL) Comprehensive Plan*
- *Santa Rosa (FL) Comprehensive Plan*
- *Baldwin County (AL) Master Plan*
- *City of Pensacola Mayoral Transition Committee Report*
- *City of Milton Comprehensive Plan*
- *Perdido Key Master Plan*
- *City of Gulf Breeze Master Plan*
- *City of Orange Beach Transportation Master Plan*
- *City of Orange Beach Community Preservation and Growth Management Plan*
- *Northwest FL Transportation Corridor Authority Master Plan*
- *Escambia County Mid-West Sector Plan*
- *South Santa Rosa Bicycle-Pedestrian Plan*
- *Pensacola Beach Master Plan*
- *Pensacola Beach Congestion Management Plan*
- *Milton / Bagdad Riverfront Master Plan*
- *Pace / Pea Ridge Bicycle-Pedestrian Plan*
- *Pensacola Waterfront Framework Plan*
- *Pensacola International Airport Master Plan*
- *Port of Pensacola Master Plan.*

Because it represents a substantial growth cluster in the central portion of Escambia County, additional emphasis is given here to the Mid-West Sector Plan.[11] As a result of consultation with Escambia County staff, the 2045 Needs Plan projects associated with the Escambia County Sector Plan are:

- I-10 from SR 99 (Beulah Road) Overpass to SR 297 (Pine Forest Road)
- Well Line Road from US 29 to CR 97 (Jacks Branch Road)
- Kingsfield Road from CR97 W to SR 99 (Beulah Road)
- Quintette Road from US29 to CR 97 (Jacks Branch Road)
- Muscogee Road Reconstruction from SR 99 (Beulah Road) to SR 297 (Pine Forest Road)
- US 29 Connector East Bypass/CR 184 Quintette Road from US 29 (SR 95) to CR 197 Chumuckla Highway Five Point Intersection.
- US 29 Connector from I-10 to Muscogee Road.
- US 29 Connector from Muscogee Road to US 29.
- Becks Lake Road Railroad Crossing.
- US 29 Railroad Crossing.

Other Needs Plan projects resulting from the in-depth review of local planning documents include:

- Truck parking at FDOT truck weigh station on US 29 near Pinoak Lane
- Port of Pensacola Main Gate Relocation
- Davis Highway / Martin Luther King Two-Way Conversion
- Cervantes Road Diet
- Perdido Key Drive and Johnson Beach Road Roundabout
- Pensacola Beach Roundabouts
- CR 399 East Bay Boulevard Roundabouts.

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 on-line Geographic Information System (GIS) map (**Figure 16**).[12] 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:

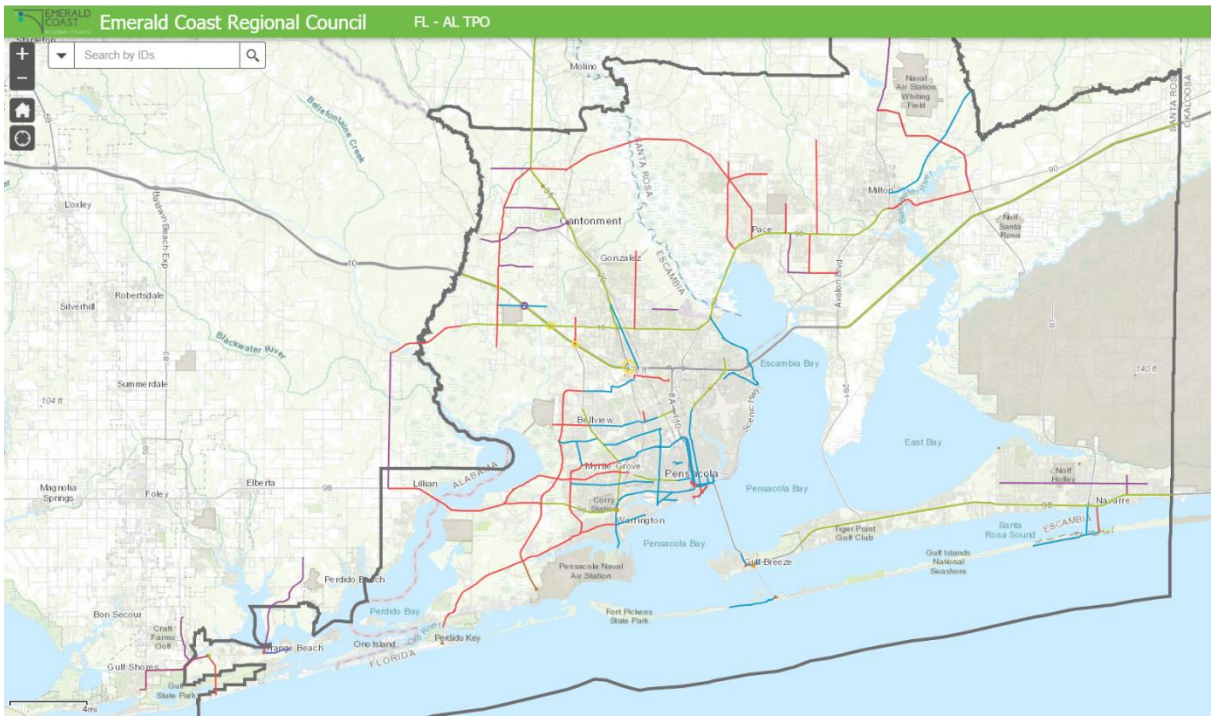
- Volume to Capacity levels of congestion
- Federal Functional Classification of roadways
- Level of Service
- Bicycle / Pedestrian projects

[11] At the time of preparation of the 2045 LRTP, the Master Plan for Naval Outlying Field 8 (OLF-8) remained under development along with the Beulah Master Plan. As these plans are completed, land use decisions will be better understood to guide transportation needs.

[12] https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=c0b5280eb90b4f5298dc4d142ca6fb1e

- Advanced Traffic Management System (ATMS) Priority project locations
- Environmental resources such as parks, resource agency management areas, and state forests
- Military installations
- Federal lands
- Community designations, boundaries, and features.

Figure 16. FL-AL On-line GIS Map 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.[13] FL-AL 2045 Long-Range Transportation Plan projects were incorporated into the Rural Plan GIS map[14] 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)

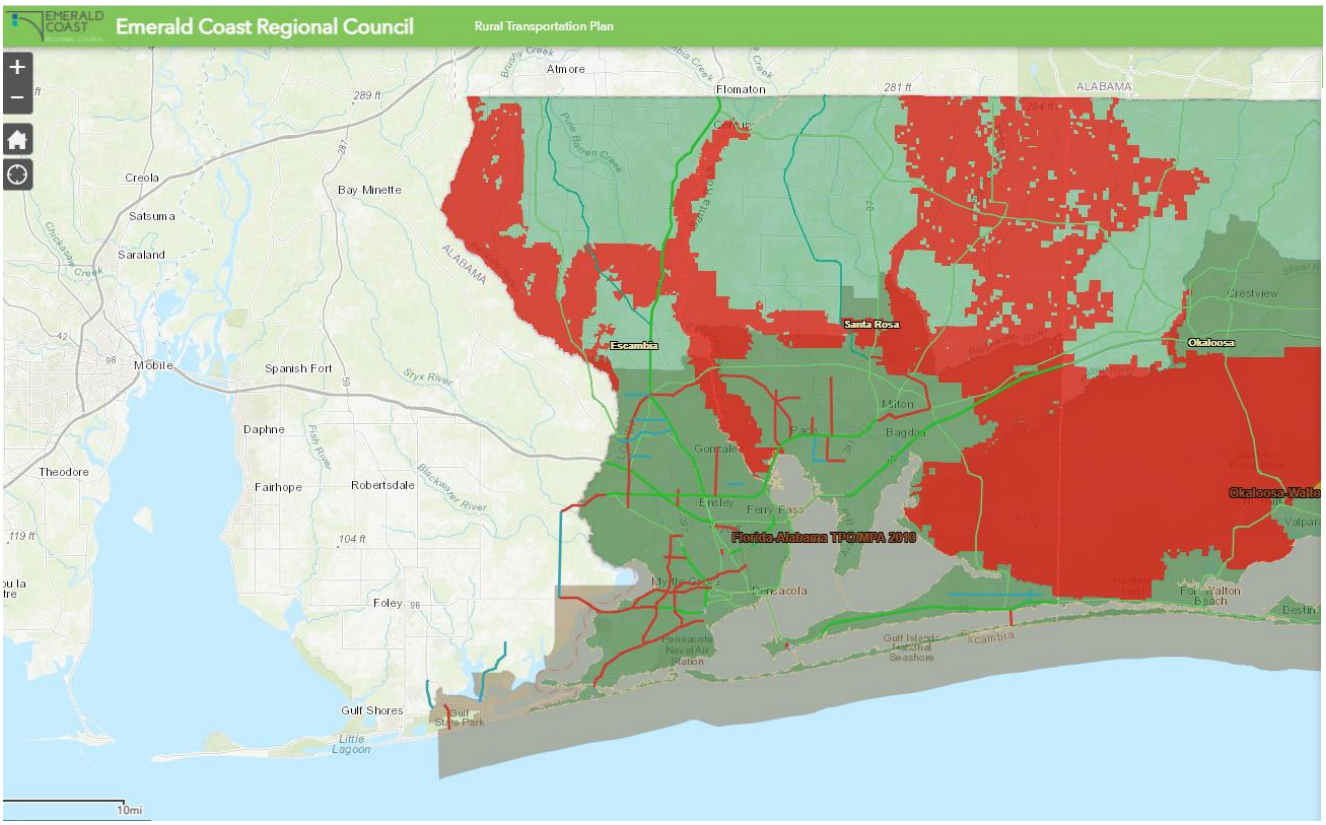
[13] https://www.ecrc.org/programs/transportation_planning/rural_regional_transportation_plan.php

[14] https://hdr.maps.arcgis.com/apps/webappviewer/index.html?id=6629fe9ea9524c5496403116b7432960

- Demographic analysis (employment density, population density
- Recreational trails (land and water)
- Planned developments and Development of Regional Impact projects
- Opportunity Zones
- Regional rural projects
- Linkage to Activity Centers
- Park and Ride Lots
- Transit routes
- Railroads
- Evacuation Zones (including Coastal High Hazard areas).

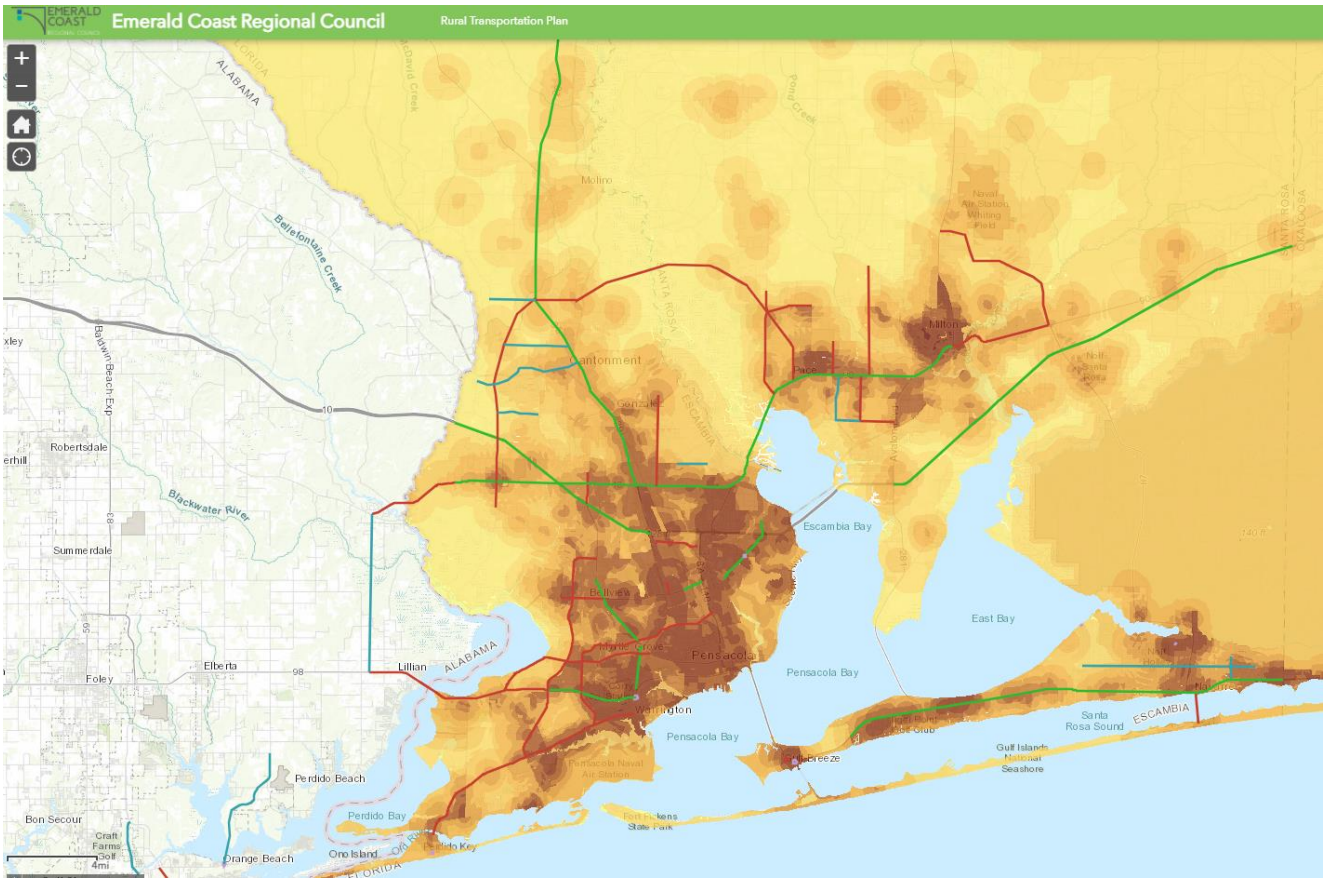
These layers were used for consideration of Needs Plan projects to help determine if a project would have unnecessary or potential adverse environmental impacts that could be avoided. For example, the image below in **Figure 17** shows the FL-AL 2045 Needs Plan projects, along with rural linkages, and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

Figure 17. FL-AL On-line GIS Map Needs Plan Projects with Environmental Layers



In addition, a new level of analysis was included to consider social demographics (call an “equity analysis”) 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, it provides a tool to help consider broad 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. The image below in **Figure 18** shows 2045 Needs Plan Projects with the activity center hot-spots.

Figure 18. FL-AL On-line GIS Map Needs Plan Projects with Activity Center Hot Spots



The next step was to consider how 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 (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 (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 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. An example of the result is shown in the image below. 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. **Figure 19** shows 2045 Needs Plan Projects with the equity analysis scores where the higher the score, the greater the concentration of traditionally underserved communities as defined above. The purpose of the analysis was to show how the transportation network is linking needs to communities.[15]

[15] Escambia County Area Transit (ECAT) is undergoing a Transit Development Plan update to further examine transit needs.

The equity analysis in **Figure 19** shows the following Needs Plan projects as more important in benefitting traditionally underserved communities (linking between or along areas of dark blue on the GIS map).

Capacity Projects[16]

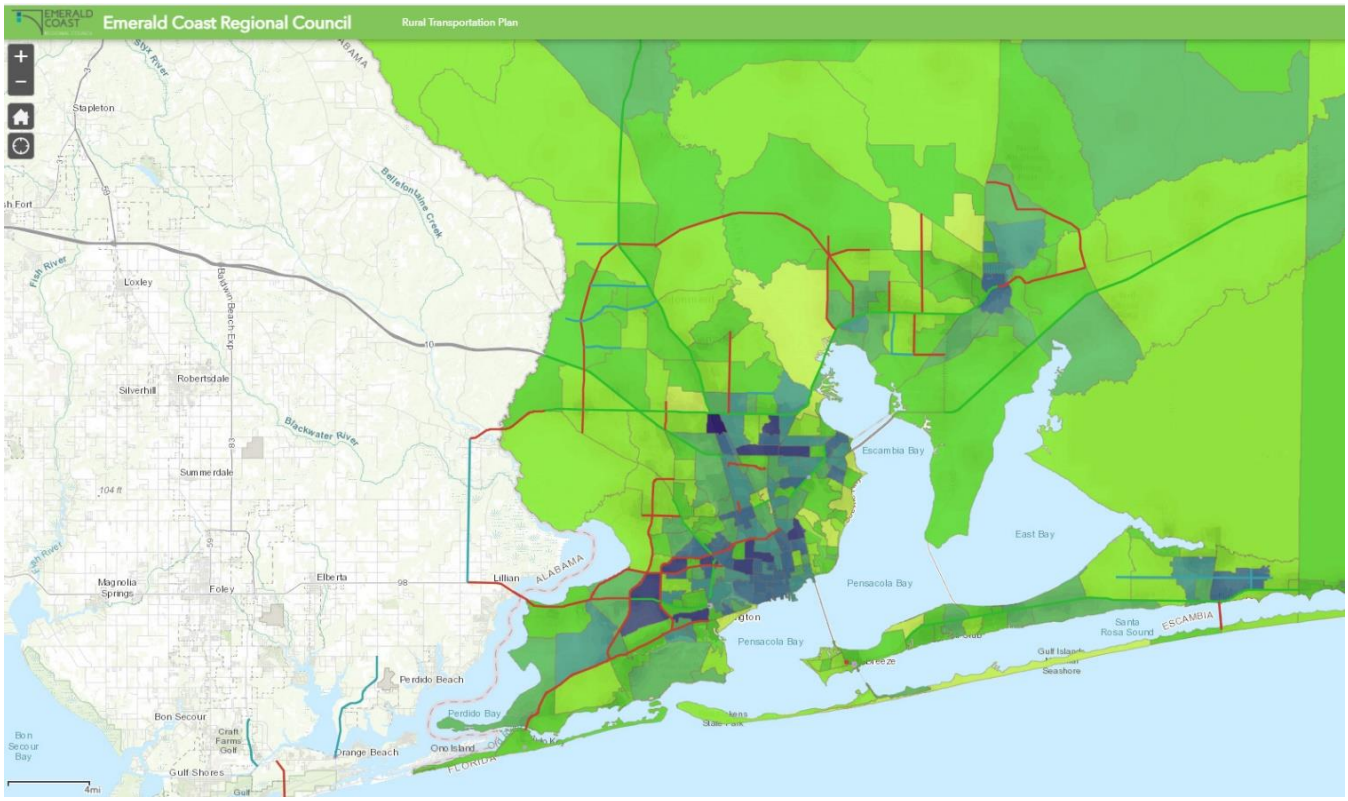
- SR 173 Blue Angel Parkway from SR 292 Sorrento Road to US 98
- SR 173 Blue Angel Parkway from US 98 to Lillian Highway
- Lillian Highway from SR 173 Blue Angel Parkway to SR 295 (N New Warrington Rd)
- SR 727 (W. Fairfield Dr.) from US 90 (Mobile Hwy) to SR 298 (Lillian Hwy)
- SR 727 (N. Fairfield Dr.) from SR 298 (Lillian Hwy) to US 98
- SR 727 (S. Fairfield Dr.) from US 98 to SR 292 (Gulf Beach Hwy)
- SR 292 (Gulf Beach Hwy) from SR 727 (S. Fairfield Dr) to SR 295 (Navy Blvd).
- Navarre Community Access Road from Edgewood Drive to Whispering Pines Boulevard
- Panhandle Trail Drive from US 98 to East River Drive
    - Tthis is also a Transportation Alternatives (TA) project request from Santa Rosa County.
- US 90 from Glover Lane to SR 87 N (Stewart Street).

Corridor / Complete Streets Projects

- SR 295 (W. Fairfield Dr.) from SR 295 (New Warrington Road) to SR 292 (N. Pace Blvd)
- Massachusetts Avenue from US 90 (Mobile Hwy) to SR 292 (N. Pace Blvd)
    - This project is also a Transportation Alternatives project application from Escambia County.
- SR 292 (Pace Boulevard) from Massachusetts Avenue to south of SR 292 (Barrancas Ave)
- SR 295 (Navy Boulevard) from SR 295 (New Warrington Road) to Bayou Grande Bridge / Duncan Road / NAS Entrance
- US 98 (W. Navy Blvd) from SR 295 (N. Navy Blvd) to SR 452 (N. W Street)
- W. Navy Blvd / W. Garden Street from SR 452 (N. W Street) to Alcaniz Street
- US 90 (W. Cervantes St) from Dominques Street to A Street
- US 90 (W. Cervantes St, and E. Cervantes St) from A Street to I-110
- CR 298 (W. Jackson St) from SR 727 (N. Fairfield Dr) to A Street
- SR 292 (Barrancas Avenue) from SR 292 (S. Pace Blvd) to US 98 (Garden Street)
- W. Main Street from Barrancas Avenue to Clubbs Street
- Davis Hwy / Martin Luther King Two-Way Conversion from E. Wright Street to SR 295 (E. Fairfield Dr)
- SR 289 (Ninth Avenue) from SR 196 (Bayfront Parkway) to SR 296 (Brent Lane)
- CR 95A from I-10 to US 29
- CR 191 (Munson Highway) from SR 87 (Stewart Street) to TPO Boundary.

[16] Capacity projects include pedestrian improvements to make the transportation network more accessible to the traditionally underserved community.

Figure 19. FL-AL On-line GIS Map Needs Plan Projects with Equity Analysis



6.2.7 Steering Committee Review

One way of soliciting public involvement beyond the traditional public workshops was the establishment of a Steering Committee. The Steering Committee was established at the December 2018 TPO Advisory Committee meetings. The membership of the Steering Committee is identified in Appendix B of the Needs Plan Technical Report. The Steering Committee met four times to provide input on the 2045 Needs Plan: (1) January 21, 2020; (2) February 24, 2020; (3) April 20, 2020; and (4) May 26, 2020. The summaries of these meetings are listed in Appendix B of the Needs Plan Technical Report. Steering Committee input for Needs Plan projects began in January 2020 where Steering Committee members gave presentations on specific needs. The following are presentations (or other input) made by Steering Committee members to guide development of the Needs Plan projects:

- Freight and Mobility Trade Plan
- Pensacola International Airport
- Port of Pensacola
- Naval Air Station Pensacola
- Naval Air Station Whiting Field
- Eglin Air Force Base
- University of West Florida
- Escambia County Area Transit.

Steering Committee review resulted in useful dialog to refine the Needs Plan projects. While not all projects requested could be added to the Needs Plan, the discussion, as documented in the meeting summaries listed in Appendix B of the Needs Plan Technical Report, show active and engaged participation by the local governments to define and shape the Needs Plan. For example, the City of Pensacola requested several Corridor Management / Complete Streets projects to be added on local roads within the city limits. Working with the City of Pensacola Steering Committee representatives, the list was refined to only include projects on the Federal Functional Class roadway network. Alternatively, a request by the City of Pensacola was incorporated to not include new capacity projects within the city limits in deference to focusing on Corridor Management / Complete Streets projects, consistent with the new planning emphasis of the current Mayor of the City of Pensacola.

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. For example, the Naval Air Station (NAS) Pensacola representative on the Steering Committee requested some intersection improvements. These improvements were forwarded to the ECRC TSM representative and to FDOT District 3 for consideration. Other projects to improve truck access to the NAS West Gate were able to be included in the 2045 Needs Plan:

- SR 292 (Gulf Beach Highway) at West Gate.

Likewise, improvements in Santa Rosa County in connection with Whiting Field were also identified and were able to be incorporated in the 2045 Needs Plan:

- CR 191 (Munson Highway) Corridor study for multi modal improvements requested by NAS Whiting Field.

Another notable input to the 2045 Needs Plan as a result of Steering Committee review, was the incorporation of Bicycle / Pedestrian projects from the TPO's Bicycle and Pedestrian Plan. Almost 90 bike / ped projects from that plan were added to 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 frequently attended and participated providing public comment during both the in-person meetings (pre-COVID), and the on-line meetings (in response to COVID). Comments and input from the public are documented in the Needs Plan Technical Report, Appendix B, which included, for example, representatives from the Council of Neighborhood Presidents of Pensacola, Bike Pensacola, Studio 850, and the Citizen's Advisory Committee. In addition, a City of Pensacola Councilwoman would frequently link notices of the Steering Committee meetings to her Facebook page to push information to her local constituents.

In June 2020, a virtual public meeting and on-line survey were the public involvement techniques utilized because of the pandemic. Both events were promoted through Facebook, Eblast, Local Media contacts, and Community Group Outreach. The virtual public meeting was held on June 16, 2020 as a GoTo Meeting at 5:30 p.m. The first thirty minutes of the public meeting were introductions and welcome, an Overview of the Florida-Alabama TPO, an Overview of the Florida-Alabama TPO Planning Process and the 2045 Long-Range Transportation Plan, and a review of the map for the 2045 Long-Range Transportation Plan Needs Plan. The second thirty minutes of the public meeting were an open session to Public Questions, Next Steps of the 2045 Long-Range Transportation Plan Process, Long-Range Transportation Plan Video, and Closing Remarks. The advertisement and the summary of the questions and responses from the virtual public meeting are listed in Appendix C of the Needs Plan Technical Report. The 2045 Long-Range Transportation Needs Plan Survey was posted on the Emerald Coast Regional Council Web Site on June 8, 2020 through June 19, 2020. Eighty people responded. The results (which are listed below) coincide with the project assumptions for the Draft 2045 Florida-Alabama Long-Range Transportation Plan Needs Plan. The survey and the pie charts are included in Appendix D of the Needs Plan Technical Report.

- Private automobiles will still be an important transportation mode in the twenty years.
- Carpools and van pools should be considered in the future but will not be a primary mode of transportation.
- Automated, or driverless, Vehicles are not a primary transportation planning need in the next twenty years.
- Planning for Bicycle/Pedestrian accommodations is a strong component for transportation in the next twenty years.
- Complete Streets and Corridor Management are non-roadway improvements that are needed in the TPO area.
- An expanded public transit service (automated or human-operated) would help alleviate traffic congestion, but primary public transit service such as adding a transit bus, transit routes, and stops are not primary non-roadway improvements.

There were three types of responses even though the opened ended question dealt with other public transportation improvements: (1) Public Transportation; (2) Roadway; and (3) Bicycle/Pedestrian. The Bicycle/Pedestrian comments were forwarded to the TPO's Bicycle/Pedestrian Planner for consideration in development of the Bicycle/Pedestrian Plans in the region. The TPO's Bicycle/Pedestrian Plan and the priorities for State Urban Funds in the Alabama region of our TPO are the Bicycle/Pedestrian Projects included in the 2045 Long-Range Transportation Plan Needs Plan.

Public involvement, whether through the Steering Committee, or as a result of the in-person or on-line meetings, resulted in the addition of projects to the Needs Plan. Needs Plan projects resulting from public input include:

- Becks Lake Road Railroad Overpass Crossing
- US 29 Railroad Overpass Crossing
- I-10 Overpass connecting Frank Reeder Road and Devine Farm Road (no interstate access).

These projects were requested by the Citizen's Advisory Committee representative to help address local congestion frequently experienced by trains blocking the road, and roadway connection in this rapidly developing central area of Escambia County.

6.2.9 Needs Plan Approval

The draft 2045 Needs Plan was presented to the Technical Coordinating Committee, the Citizens' Advisory Committee, and the Transportation Planning Organization at their May meetings and for action at their July 2020 meetings.

- July 6, 2020 Technical Coordinating Committee (TCC) Meeting: The TCC recommended approval as presented;
- July 7, 2020 Citizens' Advisory Committee (CAC) Meeting: The CAC recommended approval as presented; and
- July 8, 2020 Transportation Planning Organization (TPO) Meeting: The TPO approved the 2045 Needs Plan as presented and adopted in Resolution FL-AL 20-14.

6.3 2045 Adopted Needs Plan

The adopted Needs Plan (Resolution FL-AL 20-14) is organized into category of project type:

- Capacity Projects (**Figure 20, Table 16**)
- Corridor / Complete Streets Projects (**Figure 21, Table 17**)
- Intersection Projects (**Figure 22, Table 18**)
- Transit Projects (**Figure 23, Table 19**) and
- Bicycle / Pedestrian Projects (**Figure 24**, **Table 20**).

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

Figure 20. 2045 Adopted Needs Plan Capacity Projects

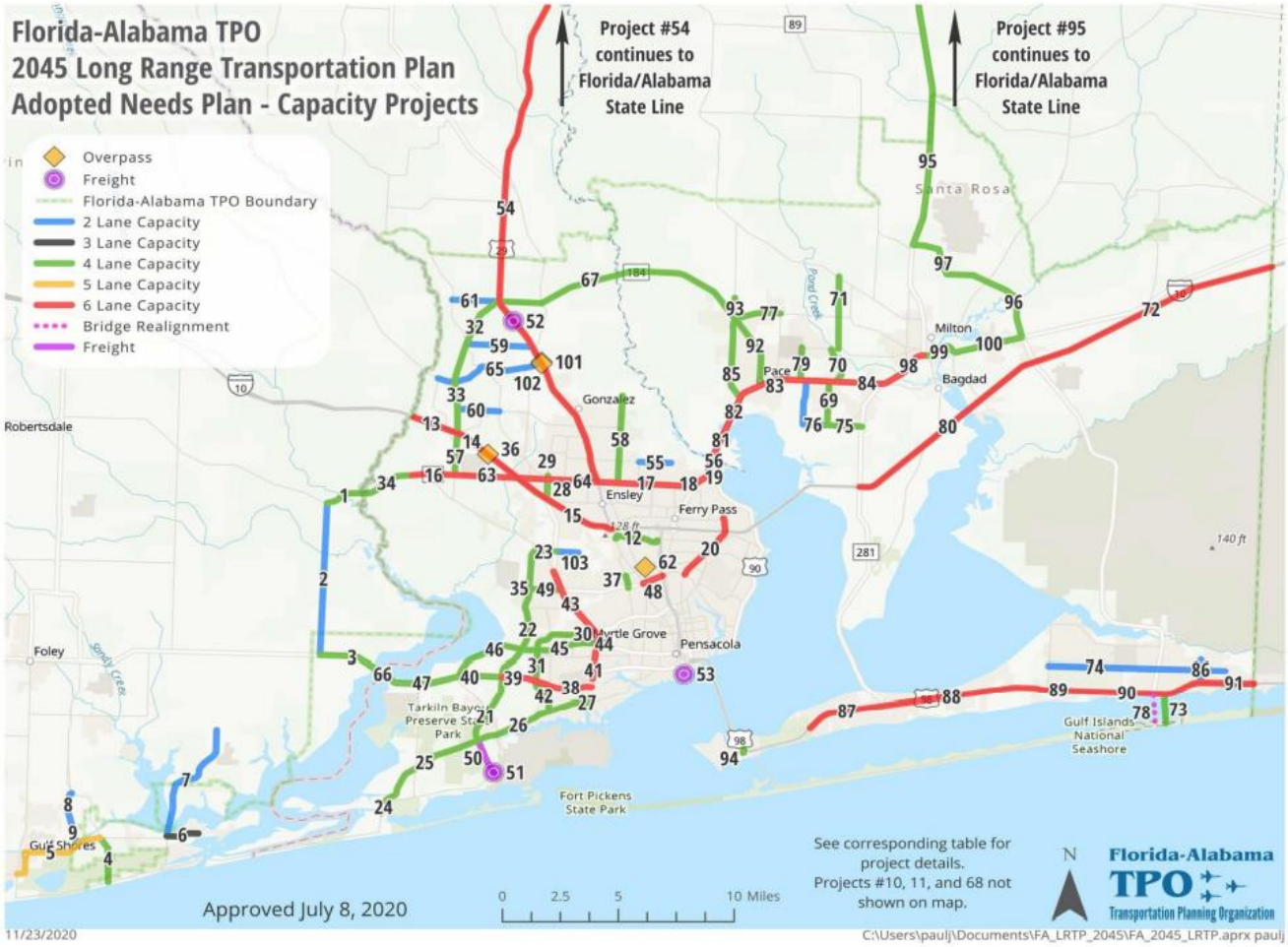


Figure 21. 2045 Adopted Needs Plan Corridor / Complete Streets Projects

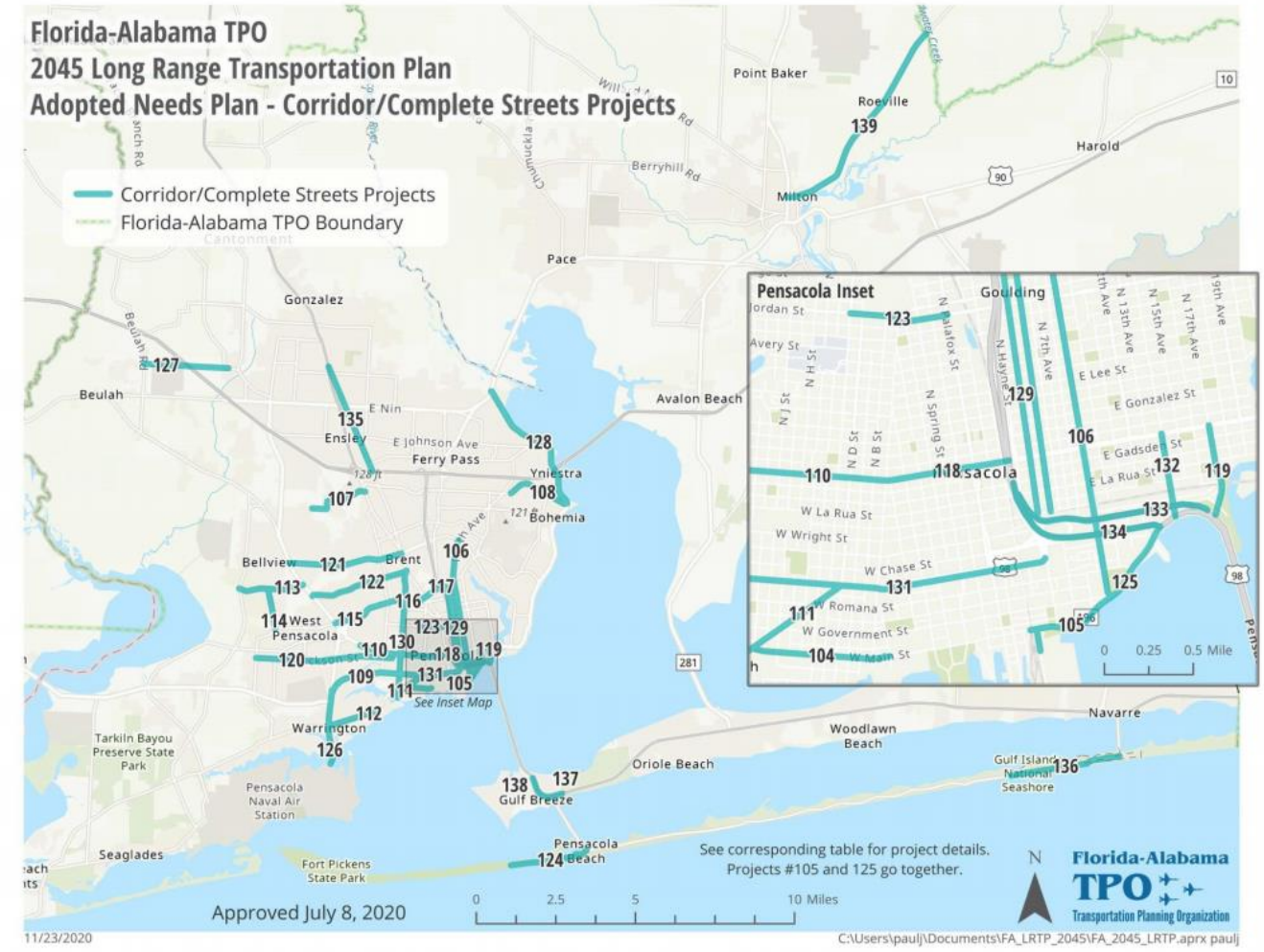


Figure 22. 2045 Adopted Needs Plan Intersection Projects

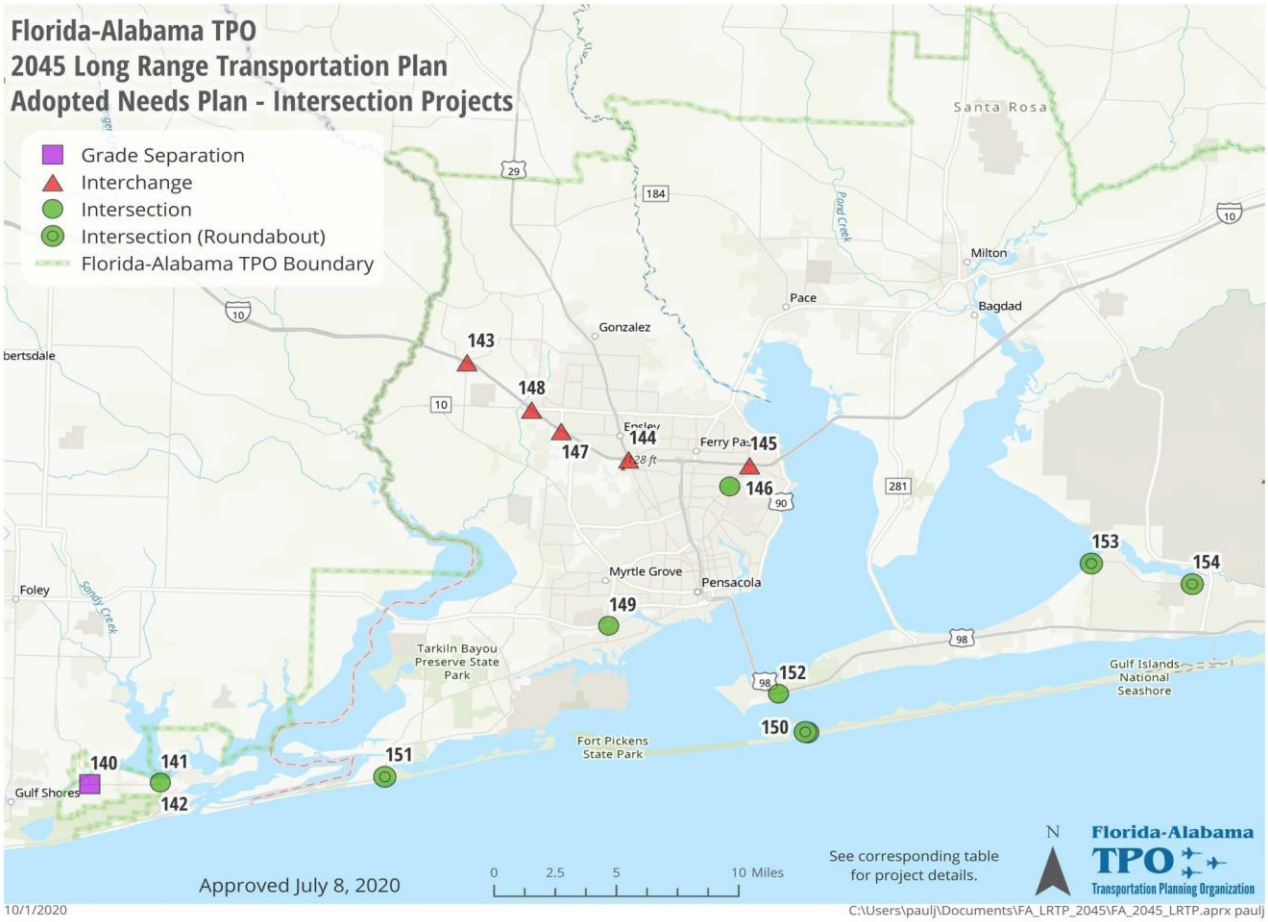


Figure 23. 2045 Adopted Needs Plan Transit Projects

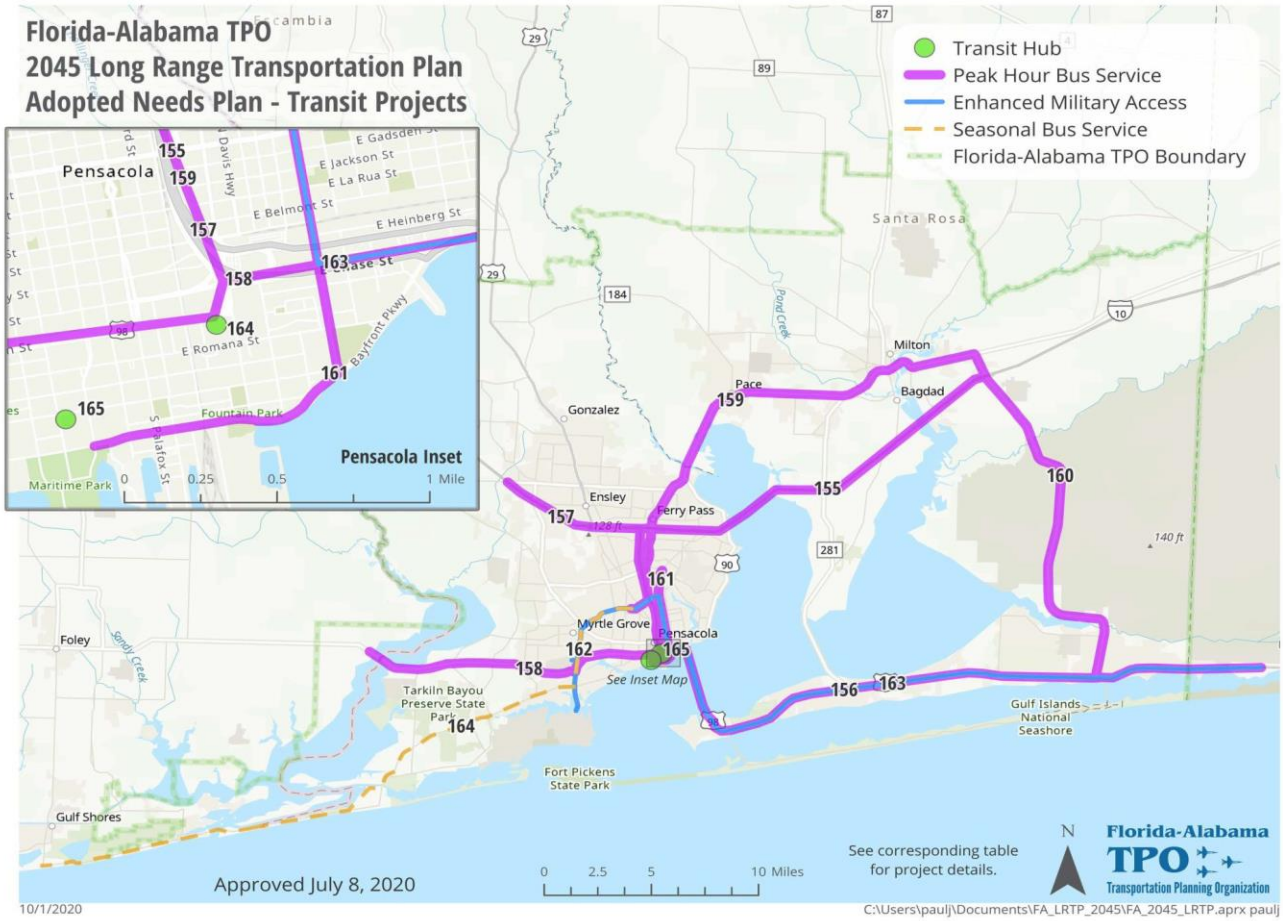


Figure 24. 2045 Adopted Needs Plan Bicycle / Pedestrian Projects

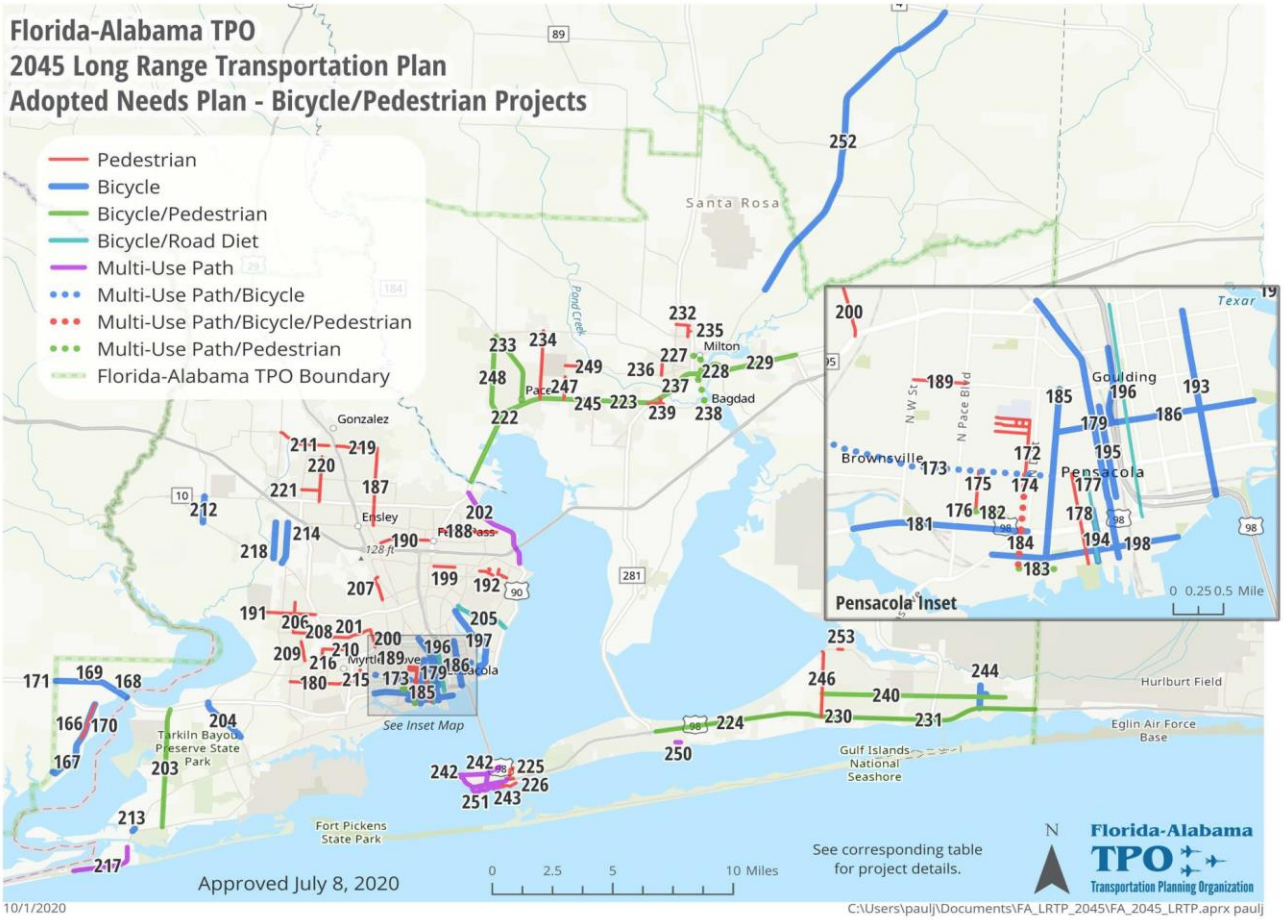


Table 16. 2045 Adopted Needs Plan Capacity Projects

Map ID	Corridor	From	To	County	Description
1	US 90	Us 90 / US 98 Connector	Florida/Alabama State Line	Baldwin	Provide 4 Lanes of Capacity
2	US 90 / US 98 New Connector	US 98 (SR 30)	US 90 (SR 10)	Baldwin	New 2 Lane Facility
3	US 98	US90/US98 Connector	Florida/Alabama Line	Baldwin	Provide 4 Lanes of Capacity
4	AL Cross Island Connector (Foley Beach Ext.)	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Baldwin	Provide 4 Lanes of Capacity
5	AL SR 180 (Canal Road)	SR 59	Foley Beach Express	Baldwin	Provide 5 Lanes of Capacity
6	AL SR 180 (Canal Road)	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Baldwin	Provide 3 Lanes Capacity
7	AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	Construct new 2 Lane Bridge and Connecting Roads
8	Waterways North Project	North of CR 4 (Cotton Creek Drive)	Foley Beach Express	Baldwin	Construct new 2 Lane Facility
9	Waterways South Project and Bridge	SR 180 (Canal Road)	North of CR 4 (Cotton Creek Drive)	Baldwin	Construct new 2 Lane Bridge and Connecting Roads
10	AL Traffic Operations Center	Traffic Operations Center	Traffic Operations Center	Baldwin	Construct Traffic Operations Center for Orange Beach
11	AL CR 83 (Baldwin Beach Express) Extension	I-10	I-65	Baldwin	Provide 2 or 4 Lanes of New Capacity
12	SR 742 (W. Burgess Road)	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia	Realign/Provide 4 Lanes of Capacity
13	I-10	Alabama State Line	SR 99 (Beulah Road) Overpass	Escambia	Provide 6 Lanes of Capacity
14	I-10	SR 99 (Beulah Road) Overpass	Pine Forest Road (SR297)	Escambia	Provide 6 Lanes of Capacity
15	I-10	Pine Forest Road (SR297)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity
16	US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia	Provide 6 Lanes of Capacity
17	US 90A (E. Nine Mile Road)	US 29 (SR 95)	University Parkway	Escambia	Provide 6 Lanes of Capacity
18	US 90A (E. Nine Mile Road)	University Parkway	SR 291 (Davis Highway)	Escambia	Provide 6 Lanes of Capacity
19	US 90A (E. Nine Mile Road)	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia	Provide 6 Lanes of Capacity
20	SR 289 (Ninth Avenue)	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia	Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange
21	SR 173 (S. Blue Angel Parkway)	SR 292 (Sorrento Road)	US 98	Escambia	Provide 4 Lanes of Capacity
22	SR 173 (N. Blue Angel Parkway)	US 98	SR 296 (Saufley Field Road)	Escambia	Provide 4 Lanes of Capacity
23	SR 173 (N. Blue Angel Parkway)	SR 296 (Saufley Field Road)	SR 297 (Pine Forest Road)	Escambia	Provide 4 Lanes of Capacity
24	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia	Provide 4 Lanes of Capacity and Bridge Replacement
25	SR 292 (Sorrento Road)	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity
26	SR 292 (Sorrento Rd / Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Escambia	Provide 4 Lanes of Capacity

Map ID	Corridor	From	To	County	Description
27	SR 292 (Gulf Beach Hwy)	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia	Provide 4 Lanes of Capacity
28	SR 297 (Pine Forest Road)	I-10 (SR 8)	US 90 (W. Nine Mile Road)	Escambia	Provide 4 Lanes of Capacity
29	CR 297 (Pine Forest Road)	US 90A (W. Nine Mile Road)	Nine and 1/2 Mile Road	Escambia	Provide 4 Lanes of Capacity
30	SR 727 (W. Fairfield Dr.)	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia	Provide 4 Lanes of Capacity
31	SR 727 (N. Fairfield Dr.)	SR 298 (Lillian Hwy)	US 98	Escambia	Provide 4 Lanes of Capacity
32	US 29 Connector West Bypass [Segment 2]	US 29 (SR 95)	Muscogee Road	Escambia	Provide 4 Lanes of Capacity
33	US 29 Connector West Bypass [Segment 1]	Muscogee Road	I-10 New Interchange	Escambia	Provide 4 Lanes of Capacity
34	US 90 (Mobile Hwy)	Florida / Alabama State Line	Mobile Highway / US 90	Escambia	Provide 4 Lanes of Capacity
35	SR 296 (Saufley Field Rd)	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia	Provide 4 Lanes of Capacity and access improvements to Saufley Field
36	I-10 new overpass	Frank Reeder Road	Devine Farm Road	Escambia	New Overpass (no interstate access)
37	CR 453 (North W. Street)	SR 296 (Beverly Parkway)	SR 750 (W. Airport Blvd)	Escambia	Provide 4 Lanes of Capacity
38	US 98	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia	Widen to 6 Lanes and Access Improvements to Corry Station at Navy Exchange Rd
39	US 98	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia	Provide 6 Lanes of Capacity
40	US 98	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity
41	SR 295 (N. New Warrington Rd)	US 98	US 90 (Mobile Hwy)	Escambia	Provide 6 Lanes of Capacity
42	SR 727 (S. Fairfield Dr.)	US 98	SR 292 (Gulf Beach Hwy)	Escambia	Provide 4 Lanes of Capacity
43	US 90 (Mobile Hwy)	SR 295 (New Warrington Rd)	SR 297 (Pine Forest Road)	Escambia	Provide 6 Lanes of Capacity
44	SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia	Provide 4 Lanes of Capacity
45	SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity
46	SR 298 (Lillian Hwy)	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia	Provide 4 Lanes of Capacity
47	US 98	East end of Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia	Provide 4 Lanes of Capacity
48	SR 296 (Brent Lane)	I-110	US 29 (N. Palafox St)	Escambia	Provide 6 Lanes of Capacity
49	SR 296 (Saufley Field Road)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity
50	SR 173 (S. Blue Angel Parkway)	SR 292 (Sorrento Road)	SR 292A (Gulf Beach Hwy)	Escambia	Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate.
51	SR 292 (Gulf Beach Highway) at West Gate	SR 292 (Gulf Beach Highway) at West Gate	SR 292 (Gulf Beach Highway) at West Gate	Escambia	Dedicated truck lane, signage/signal from S of SR 292 to West Gate.

Map ID	Corridor	From	To	County	Description
52	Truck Parking	FDOT truck weigh station on US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia	Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)
53	Port Main Gate Relocation	E. Main Street and SR 196 (Bayfront Parkway)	E. Main Street and SR 196 (Bayfront Parkway)	Escambia	Relocation of the Port operational security and access gate.
54	US 29	Nine 1/2 Mile Road	State Line	Escambia	Provide 6 Lanes Capacity
55	Greenbrier Blvd Extension	E. Ten Mile Road / Guidy Lane	Campus Drive on University of West Florida (UWF)	Escambia	Provide 2 Lanes of Capacity and Road Extension
56	US 90	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia	Provide 6 Lanes of Capacity
57	SR 99 (Beulah Road)	US 90 (Mobile Hwy)	I-10 New Interchange	Escambia	Provide 4 Lanes of Capacity
58	CR 749 (Chemstrand Road)	Nine Mile Road	Old Chemstrand Road	Escambia	Provide 4 Lanes of Capacity
59	Well Line Road	US 29	CR 97 (Jacks Branch)	Escambia	New 2 Lane Facility
60	Kingsfield Road	CR 97 W	SR 99 (Beulah Road)	Escambia	New 2 Lane Facility
61	Quintette Road	US 29	CR 97 (Jacks Branch)	Escambia	New 2 Lane Facility
62	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	Escambia	Railroad Overpass
63	US 90A (W. Nine Mile Road)	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia	Provide 6 Lanes of Capacity
64	US 90A (W. Nine Mile Road)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity
65	Muscogee Road Reconstruction	SR 99 (Beulah Road)	US 29 (SR 95)	Escambia	Reconstruction (widening, shoulder improvements)
66	US 98	East end of Lillian Bridge	West end of Lillian Bridge	Escambia / Baldwin AL	Provide 4 Lanes of Capacity and Bridge Replacement
67	US 29 Connector East Bypass / CR 184 Quintette Rd	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	Escambia / Santa Rosa	Provide 4 Lanes of Capacity
68	Regional ATMS	Multiple Locations	Multiple Locations	Escambia / Santa Rosa	Regional Advanced Traffic Management System (ATMS)
69	CR 197A (Bell Lane)	CR 191B (Sterling Way)	US 90	Santa Rosa	Provide 4 Lanes of Capacity
70	Pea Ridge Connector Phase 1	US 90	Hamilton Bridge Road	Santa Rosa	Provide 4 Lanes of New Capacity
71	Pea Ridge Connector Phase 2	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa	Provide 4 Lanes of New Capacity
72	I-10	SR 87 South	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity
73	SR 399 (Navarre Beach Causeway)	US 98 (SR 30)	SR 399 (Gulf Boulevard)	Santa Rosa	Provide 4 Lanes of Capacity and Bridge Replacement
74	Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Santa Rosa	Provide 2 Lanes of New Capacity
75	CR 191B (Sterling Way)	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity
76	Watkins Street Extension	US 90 (SR 10)	Sterling Way	Santa Rosa	Improved/New 2 Lane Facility
77	CR 184A (Berryhill Rd)	Five Points Intersection	W Spencer Field Rd	Santa Rosa	Provide 4 Lanes of Capacity
78	Navarre Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa	Bridge Realignment

Map ID	Corridor	From	To	County	Description
79	E. Spencer Field Road	US 90	Hamilton Bridge Road	Santa Rosa	Provide 4 Lanes of Capacity
80	I-10	SR 281 (Avalon Boulevard)	SR 87 South	Santa Rosa	Provide 6 Lanes of Capacity
81	US 90	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa	Provide 6 Lanes of Capacity
82	US 90	Simpson River Bridge	Third Avenue	Santa Rosa	Provide 6 Lanes of Capacity
83	US 90	Third Avenue	CR 197A Bell Lane	Santa Rosa	Provide 6 Lanes of Capacity
84	US 90	CR 197A Bell Lane	Glover Lane	Santa Rosa	Provide 6 Lanes of Capacity
85	CR 197A (Woodbine Road)	US 90	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity
86	Panhandle Trail Drive	US 98	East River Drive	Santa Rosa	Enhanced 2 Lane Facility (also a TA Project Request from Santa Rosa County)
87	US 98 (Gulf Breeze Parkway)	Bayshore Road	Portside Drive	Santa Rosa	Provide 6 Lanes of Capacity
88	US 98 (Gulf Breeze Parkway)	Portside Drive	Bergren Road	Santa Rosa	Provide 6 Lanes of Capacity
89	US 98 (Gulf Breeze Parkway)	Bergren Road	Ramble Bay Lane	Santa Rosa	Provide 6 Lanes of Capacity
90	US 98 (Gulf Breeze Parkway)	Ramble Bay Lane	Ortega Street	Santa Rosa	Provide 6 Lanes of Capacity
91	US 98 (Gulf Breeze Parkway)	Ortega Street	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity
92	CR 197 (Chumuckla Hwy)	US 90	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity
93	CR 197 (Chumuckla Hwy)	Five Points Intersection	Smyer Drive	Santa Rosa	Provide 4 Lanes of Capacity
94	Daniel Street	Shoreline Drive	US 98 (Gulf Breeze Pkwy)	Santa Rosa	Provide 4 Lanes of Capacity
95	SR 87	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa	Provide 4 Lanes of Capacity
96	SR 87A New Connector	US 90	CR 191 (Munson Hwy)	Santa Rosa	New 4-lane capacity corridor for SR 87 Connector
97	SR 87A New Connector	CR 191 (Munson Hwy)	SR 87N	Santa Rosa	New 4-lane capacity corridor for SR 87 Connector
98	US 90	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa	Provide 6 Lanes of Capacity
99	US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa	Provide 4 Lanes of Capacity
100	US 90 (Caroline Street)	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa	Provide 4 Lanes of Capacity
101	Becks Lake Road RR Crossing	US 29	Becks Lake Road	Escambia	Railroad Overpass
102	US 29 RR Crossing	US 29	Muscogee Road	Escambia	Railroad Overpass
103	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	Wymart Road	Escambia	Provide 3 Lanes Capacity

Table 17. 2045 Adopted Needs Plan Corridor / Complete Streets Projects

Map ID	Corridor	From	To	County	Description
104	W. Main Street	Barrancas Avenue	S. Clubbs Street	Escambia	Corridor Management Plan/Complete Streets Study
105	SR 196 (Main Street / Bayfront Parkway) (* goes with #125)	Alcaniz Street	US 98 / E. Chase Street	Escambia	Corridor Management Plan/Complete Streets Study (maintain Port linkage)
106	SR 289 (Ninth Avenue)	SR 196 (Bayfront Parkway)	SR 296 (Brent Lane)	Escambia	Corridor Mgmt Plan/Complete Streets Study (lighting, safety, sidewalks, capacity)
107	Pinestead-Longleaf Connector	Wymart Road	US 29 (SR 95)	Escambia	Corridor Management Plan/Complete Streets Study
108	SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Escambia	Corridor Management Plan/Complete Streets Study
109	US 98 (W. Navy Blvd)	SR 295 (N. Navy Blvd)	SR 453 (N. W Street)	Escambia	Project is in Design to redesign as Complete Street
110	US 90 (W. Cervantes St)	Dominques St	A Street	Escambia	Road Diet (goes with # 120 Corridor Study on W. Jackson St)
111	SR 292 (Barrancas Avenue)	SR 292 (S. Pace Blvd)	US 98 (Garden Street)	Escambia	Corridor Management Plan/Complete Streets Study
112	SR 292 (Barrancas Avenue)	Old Barrancas Avenue	SR 295 (S. Navy Blvd)	Escambia	Corridor Management Plan/Complete Streets Study
113	CR 296A (Marlane Drive / Cerney Rd)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	Corridor Management Plan/Complete Streets Study
114	Patricia Drive	CR 296A (Marlane Drive / Cerney Rd)	SR 727 (W. Fairfield Drive)	Escambia	Corridor Management Plan/Complete Streets Study (also a TA project request from Escambia Co)
115	SR 295 (W. Fairfield Dr.)	SR 295 (New Warrington Road)	SR 292 (N. Pace Blvd)	Escambia	Corridor Management Plan/Complete Streets Study
116	SR 295 (W. Fairfield Dr.)	SR 292 (N. Pace Blvd)	US 29 (N. Palafox St)	Escambia	Corridor Management Plan/Complete Streets Study
117	SR 295 (E. Fairfield Dr.)	US 29 (N. Palafox St)	SR 291 (N. Davis Hwy)	Escambia	Corridor Management Plan/Complete Streets Study
118	US 90 (W. Cervantes St, and E. Cervantes St)	A St.	I-110	Escambia	Corridor Management Plan/Complete Streets Study
119	17th Avenue	US 98 / Bayfront Parkway	US 90 (E. Cervantes)	Escambia	Corridor Management Plan/Complete Streets Study
120	CR 298 (W. Jackson St)	SR 727 (N. Fairfield Dr)	A Street	Escambia	Corridor Study in Conjunction with W. Cervantes Road Diet Study (#110)
121	SR 296 (Beverly Pkwy / W. Michigan Ave)	US 29 (N. Palafox St)	US 90 (Mobile Hwy)	Escambia	Corridor Management Plan/Complete Streets Study
122	Massachusetts Avenue	US 90 (Mobile Hwy)	SR 292 (N. Pace Blvd)	Escambia	Corridor Management Plan/Complete Streets

Map ID	Corridor	From	To	County	Description
					Study (also a TA Project request from Escambia Co.)
123	W. Jordan Street	N. E Street	US 29 (N. Palafox St)	Escambia	Corridor Study - Maxwell / Jordan two-way conversion
124	Fort Pickens Road	SR 399 (Via de Luna Drive)	Gulf Islands National Seashore Boundary	Escambia	Corridor Management Plan/Complete Streets Study
125	Port Access to/from I-110 for port freight vehicles (* goes with #105)	Port of Pensacola	Port of Pensacola	Escambia	Access Improvements to/from I-110 for port freight vehicles (part of Bayfront Corridor)
126	SR 295 (Navy Boulevard) [N and S segments]	SR 295 (New Warrington Road)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia	Corridor Management Plan/Complete Streets Study
127	Frank Reeder Road / Devine Farm Road	SR 99 (Beulah Road)	CR 97 (Jacks Branch)	Escambia	Corridor Management Plan/Complete Streets Study
128	US 90 (Scenic Highway)	SR 742 (Creighton Road)	SR 291 (N. Davis Hwy) / US 90	Escambia	Corridor Management Plan/Complete Streets Study
129	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia	Two-Way Restoration
130	SR 292 (Pace Boulevard)	South of W. McLeod Street	US 29	Escambia	Corridor Management Plan/Complete Streets Study
131	Garden Street	W Street	Alcaniz Street	Escambia	Corridor Management Plan/Complete Streets Study
132	14th Avenue	Cervantes Street	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study
133	Gregory Street	I-110	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study
134	Chase Street	I-110	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study
135	CR 95A	I-10	US 29	Escambia	Corridor Management Plan/Complete Streets Study
136	SR 399 (Gulf Boulevard) on Navarre Beach	SR 399 (Navarre Beach Causeway)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor Management Plan/Complete Streets Study
137	US 98 (Gulf Breeze Parkway)	CR 30A (Shoreline Drive)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor Management Plan/Complete Streets Study
138	US 98 (Gulf Breeze Parkway)	Fairpoint Drive	CR 30A (Shoreline Drive)	Santa Rosa	Corridor Management Plan/Complete Streets Study (school access)
139	CR 191 (Munson Highway)	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa	Corridor study for multi modal improvements requested by NAS Whiting Field

Table 18. 2045 Adopted Needs Plan Intersection Projects

Map ID	Corridor	From	To	County	Description
140	AL Foley Beach Express	Foley Beach Express	at Canal Road	Baldwin	Grade Separation
141	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Baldwin	Major Intersection Improvement - New bypass alignment Option A
142	AL SR 161 & SR 180 (Major Intersection Improvements)	SR 161 (Orange Beach Boulevard)	SR 180 (Canal Road)	Baldwin	Major Intersection Improvement
143	I-10 at SR 99 (Beulah Road)	I-10 at SR 99 (Beulah Road)	I-10 at (SR 99) Beulah Road	Escambia	New Interchange
144	I-10 at US 29	I-10 at US 29	I-10 at US 29	Escambia	Interchange Phase II
145	I-10 @ SR 289 (Ninth Avenue)	I-10 @ SR 289 (Ninth Avenue)	I-10 @ SR 289 (Ninth Avenue)	Escambia	New Interchange
146	SR 289 (Ninth Avenue)/Langley/Tippin	SR 289 (Ninth Avenue)/Langley/Tippin	SR 289 (Ninth Avenue)/Langley/Tippin	Escambia	Major Intersection Improvement
147	I-10 at SR 297 (Pine Forest Road)	I-10 at SR 297 (Pine Forest Road)	I-10 at SR 297 (Pine Forest Road)	Escambia	New Interchange
148	I-10 at US 90 (Nine Mile Road)	I-10 at US 90 (Nine Mile Road)	I-10 at US 90 (Nine Mile Road)	Escambia	New Interchange
149	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd)	Escambia	Intersection Improvement
150	Pensacola Beach Roundabouts (two)	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach access road	Escambia	Intersection Improvement (Roundabout)
151	Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Escambia	Intersection Improvement (Roundabout)
152	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	Santa Rosa	Major Intersection Improvement
153	CR 399 (East Bay Boulevard)	Edgewood Drive	Edgewood Drive	Santa Rosa	Intersection Improvement (Roundabout)
154	CR 399 (East Bay Boulevard)	Andorra Street	Andorra Street	Santa Rosa	Intersection Improvement (Roundabout)

Table 19. 2045 Adopted Needs Plan Transit Projects

Map ID	Corridor	From	To	County	Description
155	Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Escambia/Santa Rosa	Peak Hour Bus Service
156	Express Bus - Southeast	Downtown Pensacola	Garcon Point & Navarre via US 98	Escambia/Santa Rosa	Peak Hour Bus Service
157	Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Escambia	Peak Hour Bus Service
158	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia/Baldwin	Peak Hour Bus Service
159	Express Bus - Northeast	Downtown Pensacola	Milton via US 90	Escambia/Santa Rosa	Peak Hour Bus Service
160	Express Bus - Navarre East	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa/Okaloosa	Peak Hour Bus Service
161	Express Bus - Cordova - Downtown	Cordova Mall	Downtown Pensacola (City Hall)	Escambia	Peak Hour Bus Service
162	Express Bus - NAS Transit	Rosa Parks Transit Hub	NAS Pensacola, Corry Station	Escambia	Enhanced Military Access
163	Express Bus - Eglin / Hurlburt	Rosa Parks Transit Hub	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	Enhanced Military Access
164	Express Bus (Seasonal) - Orange Beach / Gulf Shores	Rosa Parks Transit Hub	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	Seasonal Bus Service
165	Downtown Pensacola Transit & ECAT Hubs	Reus and Government	Garden and Alcaniz	Escambia	Transit Hub

Table 20. 2045 Adopted Needs Plan Bicycle / Pedestrian Projects

Map ID	Corridor	From	To	County	Description
166	CR 99	Carrier Drive	Spanish Cove Drive	Baldwin	Paved shoulders on CR 99
167	CR 99	CR 91	Carrier Drive	Baldwin	Paved shoulders on CR 99
168	US 98 / SR 42	Barclay Avenue	Alabama State Line	Baldwin	Paved shoulders on US 98 / SR 42
169	US 98 / SR 42	Hillcrest Road	Barclay Avenue	Baldwin	Paved shoulders on US 98 / SR 42
170	CR 99	Carrier Drive	Spanish Cove Drive	Baldwin	Sidewalk on CR 99
171	US 98 / SR 42	CR 91 (Sycamore)	Hillcrest Road	Baldwin	Paved shoulders on US 98 / SR 42
172	W. Lee St, N. G St, N. F St	E St, Blount, Blount	J St, Moreno, Moreno	Escambia	West Moreno
173	West Cervantes	A St	Dominguez	Escambia	West Cervantes St Corridor Improvements
174	N. E Main St	Garden St	Cervantes St	Escambia	W. Cervantes to Downtown Pensacola Connection via North "E" St (North)
175	L St	West Cervantes	Legion Field Park	Escambia	Connectivity from West Cervantes to Legion Field Park via North "L" Street
176	W Gregory St	L St	Pace Blvd	Escambia	Connectivity to Global Learning via Gregory St
177	N. Spring St	Garden St	Main St (South Segment)	Escambia	North Spring Street Improvements
178	N. Reus St	Cervantes St	Main St	Escambia	North Reus Street Improvements
179	Palafox St	Fairfield, Cervantes, Southbound Hayne St, Maxwell, Guillemard St	Main, Yonge, Maxwell, Blunt, Wright St	Escambia	Palafox St - Road Diet/Rebalance
180	Jackson St	Fairfield Dr	New Warrington Rd	Escambia	Jackson Street Sidewalks
181	W Navy Blvd	Bayou Chico Bridge	SR 292/Barrancas Ave	Escambia	Navy Boulevard Bicycle Lanes
182	Gregory St	L St	G St	Escambia	Connectivity to Legion Field Park via Gregory St
183	W. Main St	E St	Clubbs St	Escambia	Connectivity to North "E" St via Main St
184	N. E Main St	Main St	Garden St	Escambia	W. Cervantes to Downtown Pensacola Connection via North "E" St (South)
185	A St	Maxwell St	Main St	Escambia	"A" Street - Roadway Rebalance
186	Blount St	20th Ave	A St	Escambia	Blount St Roadway Rebalance
187	Chemstrand Road	Johnson Ave	Kingsfield Rd	Escambia	Chemstrand Road Sidewalks
188	Johnson Ave	Davis Hwy	Olive Rd	Escambia	Johnson Avenue Sidewalks
189	Jordan St	Pace Blvd	W St	Escambia	Jordan Street Sidewalks
190	Olive Rd	RR	existing sidewalks	Escambia	Olive Road West Sidewalks
191	Saufley Field Rd	Mobile Hwy	Saufley Field Gate	Escambia	Saufley Field Road Sidewalks
192	Scenic Heights Parks & School Connectivity			Escambia	Scenic Heights Parks & School Connectivity
193	14th Ave	Haynes, Haynes, Cervantes	Bayfront, Cervantes, Gregory	Escambia	14th Avenue - Roadway Rebalance/Sharrows

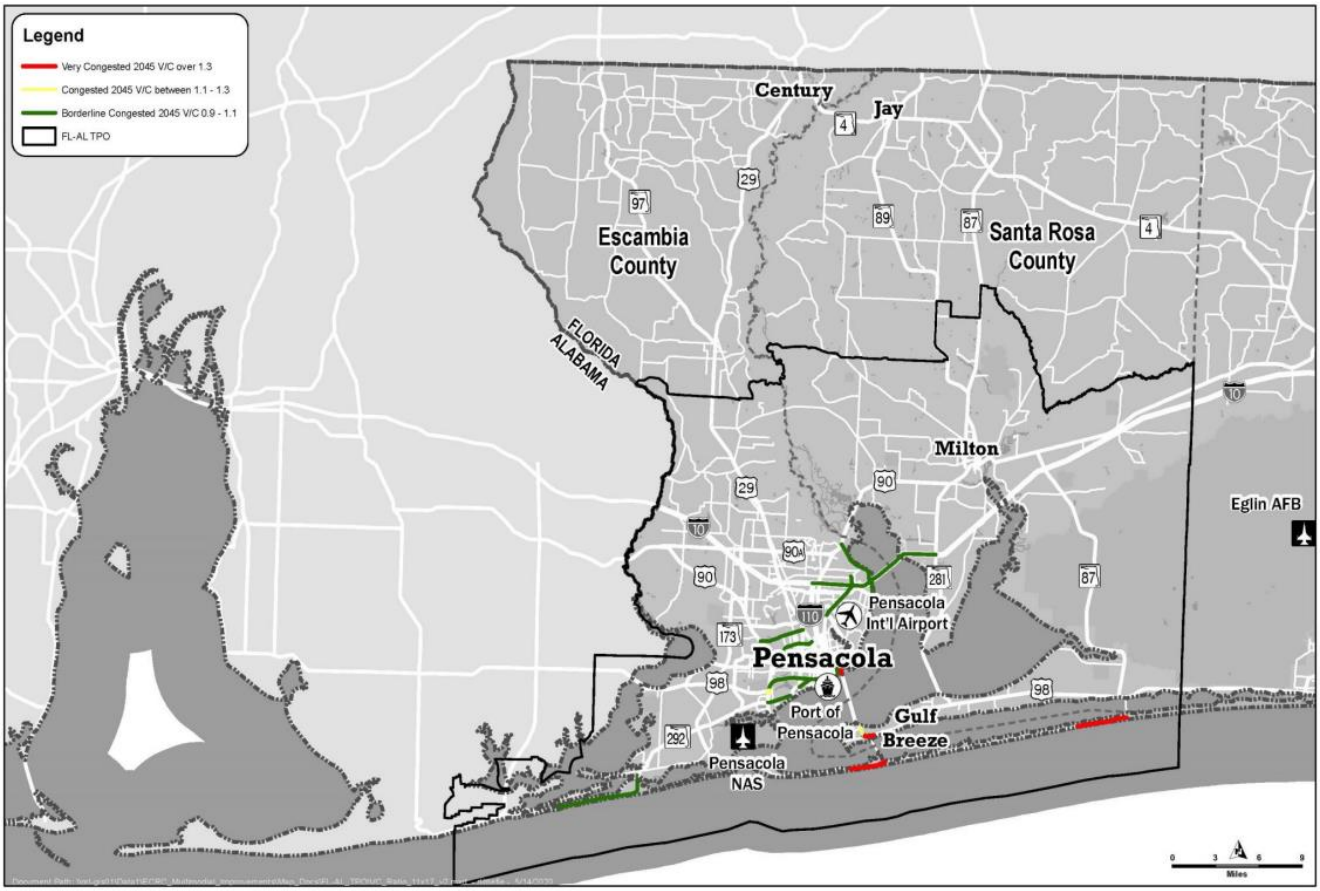
Map ID	Corridor	From	To	County	Description
194	Spring St	Gregory St	Main St	Escambia	Spring St Rebalance
195	Haynes, Guillemard	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia	Hayne St/Guillemard St Protected Bike Lanes
196	Dr. MLK Blvd	Texar Drive	Garden St	Escambia	Dr. MLK Blvd Two-Way Conversion
197	Bayou Blvd	12th Ave	Scenic Hwy	Escambia	Bayou Blvd Protected Bike Lanes
198	Government St	Barrancas St	9th Ave	Escambia	Government St Roadway Rebalance
199	Burgess Road	Lanier Dr	Existing Sidewalks	Escambia	Burgess Road Sidewalks
200	Hollywood Ave	Fairfield Dr	Massachusetts Ave	Escambia	Hollywood Ave Sidewalks
201	Massachusetts Ave	Mobile Hwy	Hollywood Ave	Escambia	Massachusetts Sidewalks (also TA Project request from Escambia Co)
202	Scenic Hwy	Baywoods Dr	N Davis Hwy	Escambia	Scenic Highway Multi-Use Trail
203	Bauer Road	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia	Bauer Road Sidewalks and Bike Lanes
204	Dog Track Road	Blue Angel Pkwy	US 98/SR 30	Escambia	Dog Track Road Bicycle Lanes
205	Summit Blvd	12th Ave, 12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail, Scenic Hwy	Escambia	Summit Boulevard - Road Diet/Rebalance
206	Muldoon Rd	Cerny Rd	Bellview Ave	Escambia	Muldoon Road Sidewalks
207	W St	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia	W Street Sidewalks
208	Cerny Road	Muldoon Rd	Mobile Hwy	Escambia	Cerny Road Sidewalks
209	Patricia Dr	Santa Barbara St	Fairfield Dr	Escambia	Patricia Drive Sidewalks (also a TA Project request from Escambia Co).
210	Tonawanda Dr	Mobile Hwy	61st Ave	Escambia	Tonawanda Dr Sidewalks
211	Kingsfield Rd	297A	Tate Road 61	Escambia	Kingsfield Road Sidewalks
212	Beulah Road	Mobile Highway	9 Mile Road	Escambia	Beulah Road Bicycle Lanes
213	Sorrento Rd	Innerarity Point Rd	Segura Dr	Escambia	Sorrento Road Shoulders/Bicycle Lanes
214	8 Mile Creek Road	SR 90	Wilde Lake Blvd	Escambia	8 Mile Creek Rd Bicycle Lanes
215	Old Corry Field Rd	Jackson St	Lillian Hwy	Escambia	Old Corry Field Road Sidewalks
216	61st Avenue	Tonawanda Dr	Fairfield Dr	Escambia	61st Avenue Sidewalks
217	Perdido Key Dr	Park Entrance	Theo Bridge	Escambia	Perdido Key Drive Multi-Use Path
218	Klondike Rd	SR 90	Wilde Lake Blvd	Escambia	Klondike Road Bicycle Lanes
219	E Kingsfield Rd	95A	Chemstrand Rd	Escambia	E. Kingsfield Rd Sidewalks
220	Stefani Rd	Nine Mile Rd	W Roberts Rd	Escambia	Stefani Road Sidewalks
221	Nine and 1/2 Mile Rd	Pine Forest Rd (SR 297)	Stefani Rd	Escambia	Nine and 1/2 Mile Road Sidewalks
222	US 90	Escambia County Line	Bell Lane	Santa Rosa	US 90 - Escambia County Line to Bell Lane
223	US 90	Bell Ln	Glover Ln	Santa Rosa	US 90 - Bell Lane to Glover Lane
224	US 98	Portside Dr	Bergren Rd	Santa Rosa	US 98 - Portside Drive to Bergren Road

Map ID	Corridor	From	To	County	Description
225	McClure and Andrew Jackson Sidewalk			Santa Rosa	McClure and Andrew Jackson Sidewalk
226	Soundview Trail Walking Path			Santa Rosa	Soundview Trail Walking Path
227	Munson Hwy, Broad, Willing Pine	Milton	Bagdad Mill Site Park and Village	Santa Rosa	Milton Multimodal Connector
228	US 90	SR 87 N	Ward Basin Rd	Santa Rosa	US 90 - SR 87 N to Ward Basin Rd
229	US 90	Ward Basin Rd	SR 87 S	Santa Rosa	US 90 - Ward Basin Road to SR 87 S
230	US 98	Bergren Rd	Ramble Way	Santa Rosa	US 98 - Bergren Rd to Ramble Way
231	US 98	Ramble Way	Okaloosa County Line	Santa Rosa	US 98 - Ramble Way to Okaloosa County Line
232	Byrom. King, Rosasco St King Middle School Connection			Santa Rosa	King Middle School Connection
233	Chumuckla Hwy	US 90	Five Points	Santa Rosa	Chumuckla Highway
234	W Spencer Field Rd	Berryhill Rd	US 90	Santa Rosa	West Spencer Field Rd
235	King Middle School Connection			Santa Rosa	King Middle School Connection
236	Glover Ln	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa	Glover Lane
237	US 90	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa	US 90 - Glover Lane to SR 87 N
238	Henry St	Main St/Old Bagdad Hwy	Canal St	Santa Rosa	Henry Street
239	Old Bagdad Hwy	Avalon Blvd	County Optimist Park	Santa Rosa	Old Bagdad Hwy - Parkmore Plaza
240	Navarre Community Access Road	Edgewood Dr	Whispering Pines Blvd	Santa Rosa	Navarre Community Access Road
241	Shoreline Dr, Fairpoint Dr			Santa Rosa	Fairpoint to Shoreline Multi-Use Pathway with Wetlands Boardwalk Trail
242	South Sunset Walking Path			Santa Rosa	South Sunset Walking Path
243	Shoreline Park South Nature Trail Development			Santa Rosa	Shoreline Park South Nature Trail Development
244	Panhandle Trail	Navarre Parkway	River Dr	Santa Rosa	Panhandle Trail Bike Lanes
245	Pace Lane	Skipper Lane	US 90	Santa Rosa	Pace Lane - Skipper to US 90
246	Edgewood Dr	US 98	East Bay Blvd	Santa Rosa	Edgewood Drive
247	E Spencer Field Rd	Norris Rd	US 90	Santa Rosa	East Spencer Field Rd
248	Woodbine Rd	US 90	Five Points	Santa Rosa	Woodbine Rd
249	Hamilton Bridge Road	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa	Hamilton Bridge Road
250		Soundside Dr	Madura Rd	Santa Rosa	Godwin Trail Connector
251	Williamsburg Multi-Use Trail			Santa Rosa	Williamsburg Multi-Use Trail
252	Munson Hwy	East Gate Road	SR 4	Santa Rosa	Munson Highway
253	East Bay Blvd			Santa Rosa	Tom King Bayou Pedestrian Bridge

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 25.**

Figure 25. 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. After discussions with ALDOT, the costs and project phases for Alabama in 2012 should be used for 2018. 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 and Alabama cost estimation guidelines (**Table 21**). These guidelines provide planning-level project costs. Where specific data was unavailable from a completed PD&E study, an assumption was made about the costs per mile for new construction or widening an existing facility and whether the project was in an urban or rural area. Project cost estimates were developed for each phase of the project. These typical phases include:

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

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

- Project Development and Environment (and Utility for Alabama projects): 05% to 10% of Construction Cost [17]
- Final Design: 10% to 20% of Construction Cost
- Right-of-Way: 10% to 125% of Construction Cost
- Construction Engineering and Inspection: 10% to 15% of Construction Cost.

Each project was reviewed to determine the complexities and issues facing it in order to estimate the appropriate percentage for each phase. Construction costs, where possible, were obtained from authoritative studies either completed or underway. These studies include the Florida Strategic Intermodal System (SIS),

[17] This funding is a combination of State and Federal dollars.

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

Table 21. Cost Per Mile

Lanes	Description	Construction Cost Per Mile
Florida Projects		
2	New Construction Undivided Arterial (rural)	$3,505,836.39
4	New Construction Divided Arterial (rural)	$5,536,583.00
6	New Construction Divided 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 Divided Arterial (urban)	$8,351,463.47
6	New Construction Divided 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	$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
Alabama Projects		
--	Paved Shoulders	$194,542
--	Sidewalks	$305,548
2	2 Lane New Construction (urban)	$1,520,000
4	4 Lane New Construction (urban)	$2,469,000

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; $91.10 operating/ hour; $209.94 / sign; $6,092.20 / shelter; and $1,039.75 / bench.

The costs of the 2045 Needs Plan projects are listed in **Tables 22 – 26** below. The costs are based on the unit costs listed in **Table 21** 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.

Florida 2045 Needs Plan Costs Shown by Project Category

Capacity Projects	$ 4,432,539,020
Complete Streets / Corridor Management Projects	$ 29,670,000
Intersection Projects	$ 317,067,883
Public Transportation Projects	$ 13,037,035
Bicycle / Pedestrian Projects	$ 87,555,788
Total	$ 4,879,869,726

Alabama 2045 Needs Plan Costs Shown by Project Category

Capacity Projects	$ 452,625,036
Complete Streets / Corridor Management Projects	$ 0
Intersection Projects	$ 12,859,621
Public Transportation Projects	$ 2,721,250
Bicycle / Pedestrian Projects	$ 2,670,689
Total	$ 470,876,596

Total 2045 Needs Plan Costs Shown by Project Category

Capacity Projects	$ 4,885,164,056
Complete Streets / Corridor Management Projects	$ 29,670,000
Intersection Projects	$ 329,927,504
Public Transportation Projects	$ 15,758,285
Bicycle / Pedestrian Projects	$ 90,226,476
Total	$ 5,350,746,322



Table 22. 2045 Adopted Needs Plan Costs: Capacity Projects

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Const Cost	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	Total
1	US 90	US 90 / US 98 Connector	Florida/Alabama State Line	Baldwin	Provide 4 Lanes of Capacity	1.70	$2,500,000	$4,250,000	$5,312,500	$637,500	$4,930,000	$637,500	$15,767,500
2	US 90 / US 98 New Connector	US 98 (SR 30)	US 90 (SR 10)	Baldwin	New 2 Lane Facility	7.00	$1,772,000	$12,404,000	$11,900,000	$1,860,600	$10,500,000	$1,860,600	$38,525,200
3	US 98	US90/US98 Connector (AL)	Florida/Alabama Line (over Perdido Bay)	Baldwin	Provide 4 Lanes of Capacity	2.40	$1,250,000	$3,000,000	$7,500,000	$450,000	$6,960,000	$450,000	$18,360,000
4	AL Cross Island Connector (Foley Beach Ext.)	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Baldwin	Provide 4 Lanes of Capacity	2.10	$2,500,000	$5,250,000	$6,562,500	$787,500	$6,090,000	$787,500	$19,477,500
5	AL SR 180 (Canal Road)	SR 59	Foley Beach Express	Baldwin	Provide 5 Lanes of Capacity	4.72	$2,459,464	$11,606,517	$14,747,265	Underway	$4,239,193	$1,740,978	$32,333,953
9	AL SR 180 (Canal Road)	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Baldwin	Provide 3 Lanes Capacity	1.40	$1,250,000	$1,750,000	$2,380,000	$262,500	$2,100,000	$262,500	$6,755,000
7	AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Baldwin	Construct new 2 Lane Bridge and Connecting Roads	5.87	$9,600,800	$56,347,826	Underway	Underway	Underway	$8,452,174	$64,800,000
8	Waterways North Project	North of CR 4 (Cotton Creek Drive)	Foley Beach Express	Baldwin	Construct new 2 Lane Facility	5.46	$3,214,711	$17,552,323	Underway	Underway	Underway	$2,632,848	$20,185,172
9	Waterways South Project and Bridge	SR 180 (Canal Road)	North of CR 4 (Cotton Creek Drive)	Baldwin	Construct new 2 Lane Bridge and Connecting Roads	0.67	$55,507,088	$37,189,749	Underway	Underway	Underway	$5,578,462	$42,768,212
10	AL Traffic Operations Center	Traffic Operations Center	Traffic Operations Center	Baldwin	Construct Traffic Operations Center for Orange Beach	none	$2,000,000	$2,000,000		$300,000		$300,000	$2,600,000
11	AL CR 83 (Baldwin Beach Express) Extension	I-10	I-65	Baldwin	Provide 2 or 4 Lanes of New Capacity	24.5	$1,400,000	$34,300,000	$41,650,000	$5,145,000	$36,750,000	$5,145,000	$122,990,000
12	SR 742 (W. Burgess Road)	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Escambia	Realign/Provide 4 Lanes of Capacity	1.90	$7,784,976	$14,791,454	Complete	Complete	Complete	$2,218,718	$17,010,172
13	I-10	Alabama State Line	SR 99 (Beulah Road) Overpass	Escambia	Provide 6 Lanes of Capacity	1.57	$70,493,221	$111,000,000	Underway	$3,800,000	$9,500,000	$13,000,000	$137,300,000
14	I-10	SR 99 (Beulah Road) Overpass	US 90 (Nine Mile Road)	Escambia	Provide 6 Lanes of Capacity	5.33	$16,954,281	$0	Underway	$0	$250,000	$124,000,000	$124,250,000
15	I-10	US 90 (Nine Mile Road)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity	3.17	$27,783,428	$0	Underway	$0	$21,231,000	$99,797,000	$121,028,000
16	US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Escambia	Provide 6 Lanes of Capacity	1.79	$5,852,065	$10,475,197	Underway	$1,571,280	$5,237,599	$1,571,280	$18,855,355
17	US 90A (E. Nine Mile Road)	US 29 (SR 95)	University Parkway	Escambia	Provide 6 Lanes of Capacity	3.32	$5,852,065	$19,433,387	$1,943,339	$1,943,339	$14,575,041	$2,915,008	$40,810,113
18	US 90A (E. Nine Mile Road)	University Parkway	SR 291 (Davis Highway)	Escambia	Provide 6 Lanes of Capacity	1.19	$5,852,065	$6,973,753	$697,375	$697,375	$5,230,315	$1,046,063	$14,644,881
19	US 90A (E. Nine Mile Road)	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Escambia	Provide 6 Lanes of Capacity	0.54	$5,852,065	$3,151,309	$315,131	$472,696	$2,363,481	$472,696	$6,775,314
20	SR 289 (Ninth Avenue)	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Escambia	Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	3.26	$5,852,065	$19,097,897	$1,909,790	$1,909,790	$14,323,423	$2,864,685	$40,105,583
21	SR 173 (S. Blue Angel Parkway)	SR 292 (Gulf Beach Highway) / Sorrento Road	US 98	Escambia	Provide 4 Lanes of Capacity	3.23	$5,050,480	$0	Complete	$0	$10,300,000	55,511,000	$65,811,000
22	SR 173 (N. Blue Angel Parkway)	US 98	SR 296 (Saufley Field Road)	Escambia	Provide 4 Lanes of Capacity	4.44	$5,050,480	$22,441,105	Complete	$3,366,166	$11,220,553	$3,366,166	$40,393,989

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Const Cost	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	Total
23	SR 173 (N. Blue Angel Parkway)	SR 296 (Saufley Field Road)	SR 297 (Pine Forest Road)	Escambia	Provide 4 Lanes of Capacity	2.65	$5,852,065	$15,491,373	$1,549,137	$2,323,706	$7,745,687	$2,323,706	$29,433,610
24	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Escambia	Provide 4 Lanes of Capacity and Bridge Replacement	0.58	see notes	$40,000,000	$4,000,000	$6,000,000	$20,000,000	$6,000,000	$76,000,000
25	SR 292 (Sorrento Road)	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	5.08	$7,218,488	$36,680,696	$1,834,035	$7,336,139	$36,680,696	$5,502,104	$88,033,669
26	SR 292 (Sorrento Rd / Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Escambia	Provide 4 Lanes of Capacity	3.32	$7,218,488	$58,169,066	Underway	$4,928,000	$31,632,768	$8,725,360	$103,455,193
27	SR 292 (Gulf Beach Hwy)	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Escambia	Provide 4 Lanes of Capacity	1.89	$7,218,488	$32,720,099	Underway	$2,772,000	$17,793,432	$4,908,015	$58,193,546
28	SR 297 (Pine Forest Road)	I-10 (SR 8)	Nine Mile Road	Escambia	Provide 4 Lanes of Capacity	0.90	$7,218,488	$6,496,639	$1,300,000	$974,496	$3,248,319	$974,496	$12,993,950
29	CR 297 (Pine Forest Road)	Nine Mile Road	CR 297A	Escambia	Provide 4 Lanes of Capacity	0.28	$7,218,488	$2,013,958	$110,000	$402,792	$1,006,979	$302,094	$3,835,822
30	SR 727 (W. Fairfield Dr.)	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Escambia	Provide 4 Lanes of Capacity	2.94	$7,218,488	$21,228,292	$2,122,829	$4,245,658	$21,228,292	$3,184,244	$52,009,314
31	SR 727 (N. Fairfield Dr.)	SR 298 (Lillian Hwy)	US 98	Escambia	Provide 4 Lanes of Capacity	1.38	$5,852,065	$8,065,962	$806,596	$1,613,192	$8,065,962	$1,209,894	$19,761,606
32	US 29 Connector West Bypass [Segment 2]	US 29 (SR 95)	Muscogee Road	Escambia	Provide 4 Lanes of Capacity	5.60	$5,536,583	$31,004,865	Complete	$1,920,000	$15,502,432	$4,650,730	$53,078,027
33	US 29 Connector West Bypass [Segment 1]	Muscogee Road	I-10 New Interchange	Escambia	Provide 4 Lanes of Capacity	3.10	$5,536,583	$17,163,407	Complete	$1,080,000	$8,581,704	$2,574,511	$29,399,622
34	US 90 (Mobile Hwy)	Florida / Alabama State Line	Mobile Highway / US 90	Escambia	Provide 4 Lanes of Capacity	2.42	$5,050,480	$12,233,010	$611,651	$1,834,952	$6,116,505	$1,834,952	$22,631,069
35	SR 296 (Saufley Field Rd)	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Escambia	Provide 4 Lanes of Capacity and access improvements to Saufley Field	0.51	$7,218,488	$3,652,215	$365,221	$547,832	$1,826,107	$547,832	$6,939,208
36	I-10 new overpass	Frank Reeder Road	Devine Farm Road	Escambia	New Overpass (no interstate access)	0.50	$10,000,000	$5,000,000	$500,000	$750,000	$2,500,000	$750,000	$9,500,000
37	CR 453 (North W. Street)	SR 296 (Beverly Parkway)	SR 750 (W. Airport Blvd)	Escambia	Provide 4 Lanes of Capacity	0.56	$7,218,488	$4,014,234	$401,423	$602,135	$2,007,117	$602,135	$7,627,045
38	US 98	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Escambia	Widen to 6 Lanes and Access Improvements to Corry Station at Navy Exchange Rd	2.47	$5,852,065	$14,453,366	$1,445,337	$2,168,005	$7,226,683	$2,168,005	$27,461,395
39	US 98	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Escambia	Provide 6 Lanes of Capacity	1.49	$5,852,065	$8,708,050	$870,805	$1,306,208	$4,354,025	$1,306,208	$16,545,295
40	US 98	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	1.91	$7,218,488	$13,756,829	$1,375,683	$2,063,524	$6,878,415	$2,063,524	$26,137,976
41	SR 295 (N. New Warrington Rd)	US 98	US 90 (Mobile Hwy)	Escambia	Provide 6 Lanes of Capacity	1.93	$5,852,065	$11,271,037	$1,127,104	$1,690,656	$5,635,519	$1,690,656	$21,414,971
42	SR 727 (S. Fairfield Dr.)	US 98	SR 292 (Gulf Beach Hwy)	Escambia	Provide 4 Lanes of Capacity	1.63	$7,218,488	$11,781,922	$1,178,192	$1,767,288	$5,890,961	$1,767,288	$22,385,651
43	US 90 (Mobile Hwy)	SR 295 (New Warrington Rd)	SR 297 (Pine Forest Road)	Escambia	Provide 6 Lanes of Capacity	3.32	$4,443,955	$14,738,771	$736,939	$2,210,816	$7,369,386	$2,210,816	$27,266,727



ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Const Cost	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	Total
44	SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Escambia	Provide 4 Lanes of Capacity	0.45	$5,050,480	$2,268,002	$113,400	$340,200	$1,134,001	$340,200	$4,195,803
45	SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	3.31	$5,050,480	$16,729,205	$836,460	$2,509,381	$8,364,603	$2,509,381	$30,949,030
46	SR 298 (Lillian Hwy)	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Escambia	Provide 4 Lanes of Capacity	3.34	$5,050,480	$16,849,222	$842,461	$2,527,383	$8,424,611	$2,527,383	$31,171,060
47	US 98	East end of Lillian Bridge	CR 297 (Dog Track Road) / US 98	Escambia	Provide 4 Lanes of Capacity	3.23	$5,050,480	$16,302,082	$815,104	$2,445,312	$8,151,041	$2,445,312	$30,158,852
48	SR 296 (Brent Lane)	SR 291 (Davis Hwy)	US 98 (N. Palafox St)	Escambia	Provide 6 Lanes of Capacity	0.92	$5,852,065	$5,383,900	$538,390	$807,585	$2,691,950	$807,585	$10,229,410
49	SR 296 (Saufley Field Road)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	1.39	$7,218,488	$10,006,739	$1,000,674	$1,501,011	$5,003,370	$1,501,011	$19,012,804
50	SR 173 (S. Blue Angel Parkway)	SR 292 (Gulf Beach Highway) / Sorrento Road	SR 292A (Gulf Beach Hwy)	Escambia	Dedicated truck lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate.	1.71	$1,141,652	$1,948,019	$150,000	$292,203	$974,009	$292,203	$3,656,433
51	SR 292 (Gulf Beach Highway) at West Gate	SR 292 (Gulf Beach Highway) at West Gate	SR 292 (Gulf Beach Highway) at West Gate	Escambia	Dedicated truck lane, signage/signal from S of SR 292 to West Gate.	0.29	$1,141,652	$332,752	$150,000	$49,913	$166,376	$49,913	$748,954
52	Truck Parking	FDOT truck weigh station on US 29 near Pinoak Ln	FDOT truck weigh station on US 29 near Pinoak Lane	Escambia	Commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan)	0.50	$772,933	$386,466	$150,000	$57,970	$193,233	$57,970	$845,639
53	Port Main Gate Relocation	E. Main Street and SR 196 (Bayfront Parkway)	E. Main Street and SR 196 (Bayfront Parkway)	Escambia	Relocation of the Port operational security and access gate.	0.25	$178,128	$44,532	$150,000	$6,680	$4,453	$6,680	$212,345
54	US 29	Nine 1/2 Mile Road	State Line	Escambia	Provide 6 Lanes Capacity	35.03	$4,443,955	$155,655,831	$2,000,000	$23,348,375	$15,565,583	$23,348,375	$219,918,164
55	Greenbrier Blvd Extension	E. Ten Mile Road / Guidy Lane	Campus Drive on University of West Florida (UWF)	Escambia	Provide 2 Lanes of Capacity and Road Extension	1.37	$5,474,172	$7,487,120	$748,712	$1,123,068	$3,743,560	$1,123,068	$14,225,528
56	US 90	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Escambia	Provide 6 Lanes of Capacity	0.52	$29,122,462	$15,100,000	Complete	$2,300,000	$8,300,000	$2,300,000	$28,000,000
57	SR 99 (Beulah Road)	Nine Mile Road	I-10 New Interchange	Escambia	Provide 4 Lanes of Capacity	1.90	$5,536,583	$10,519,508	Complete	$3,671,556	$5,259,754	$1,577,926	$21,028,744
58	CR 749 (Chemstrand Road)	Nine Mile Road	Old Chemstrand Road	Escambia	Provide 4 Lanes of Capacity	3.98	$7,218,488	$28,717,989	$1,435,899	$4,307,698	$14,358,994	$4,307,698	$53,128,280
59	Well Line Road	US 29	CR 97 (Jacks Branch)	Escambia	New 2 Lane Facility	2.86	$3,505,836	$10,033,084	$501,654	$1,504,963	$5,016,542	$1,504,963	$18,561,206
60	Kingsfield Road	CR 97 W	SR 99 (Beulah Road)	Escambia	New 2 Lane Facility	1.82	$3,505,836	$6,380,622	$319,031	$957,093	$3,190,311	$957,093	$11,804,151
61	Quintette Road	US 29	CR 97 (Jacks Branch)	Escambia	New 2 Lane Facility	2.04	$3,505,836	$7,140,944	$357,047	$1,071,142	$3,570,472	$1,071,142	$13,210,746
62	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Boulevard) at RR Crossing	SR 750 (Airport Blvd at RR Crossing	Escambia	Railroad Overpass	0.12	$58,116,229	$7,000,000	$350,000	$1,050,000	$3,500,000	$1,050,000	$12,950,000
63	US 90A (W. Nine Mile Road)	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Escambia	Provide 6 Lanes of Capacity	4.02	$5,852,065	$23,505,945	Underway	$3,525,892	$11,752,973	$3,525,892	$42,310,702

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Const Cost	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	Total
64	US 90A (W. Nine Mile Road)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	Provide 6 Lanes of Capacity	2.17	$5,852,065	$12,678,237	$633,912	$1,901,736	$6,339,119	$1,901,736	$23,454,739
65	Muscogee Road Reconstruction	SR 99 (Beulah Road)	US 29 (SR 95)	Escambia	Reconstruction (widening, shoulder improvements)	4.80	$1,737,770	$8,341,312	$834,131	$1,251,197	$4,170,656	$1,251,197	$15,848,492
66	US 98 (Lillian Hwy)	East end of Lillian Bridge	West end of Lillian Bridge	Escambia / Baldwin AL	Provide 4 Lanes of Capacity and Bridge Replacement	1.22	$61,707,254	$75,000,000	$1,125,000	$11,250,000	$37,500,000	$11,250,000	$136,125,000
67	US 29 Connector East Bypass / CR 184 Quintette Rd	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	Escambia / Santa Rosa	Provide 4 Lanes of Capacity	11.32	$5,050,480	$57,171,429	$5,717,143	$8,575,714	$28,585,715	$8,575,714	$178,625,716
68	Regional ATMS	Multiple Locations	Multiple Locations	Escambia / Santa Rosa	Regional Advanced Traffic Management System (ATMS)	none	NA	NA	NA	NA	NA	NA	$65,500,000
69	CR 197A (Bell Lane)	CR 191B (Sterling Way)	US 90	Santa Rosa	Provide 4 Lanes of Capacity	1.99	$7,218,488	$14,390,411	Complete	Complete	Complete	$2,158,562	$16,548,972
70	Pea Ridge Connector Phase 1	US 90	Hamilton Bridge Road	Santa Rosa	Provide 4 Lanes of New Capacity	1.60	$8,125,000	$13,000,000	$0	$1,500,000	$0	$0	$14,500,000
71	Pea Ridge Connector Phase 2	Hamilton Bridge Road	CR 191 (Willard Norris Road)	Santa Rosa	Provide 4 Lanes of New Capacity	3.50	$5,536,583	$19,378,041	$1,937,804	$2,906,706	$9,689,020	$2,906,706	$36,818,277
72	I-10	SR 87 South	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	11.20	$982,550	$109,521,861	Underway	$11,833,020	$0	$16,428,279	$137,783,160
73	SR 399 (Navarre Beach Causeway)	US 98 (SR 30)	SR 399 (Gulf Boulevard)	Santa Rosa	Provide 4 Lanes of Capacity and Bridge Replacement	1.37	$70,107,661	$96,000,000	$1,440,000	$19,200,000	$48,000,000	$14,400,000	$179,040,000
74	Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Santa Rosa	Provide 2 Lanes of New Capacity	7.61	$5,474,172	$41,679,834	$1,667,193	$6,251,975	$20,839,917	$6,251,975	$76,690,895
75	CR 191B (Sterling Way)	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity	1.51	$5,050,480	$7,608,480	$760,848	$1,141,272	$1,902,120	$1,141,272	$12,553,992
76	Watkins Street Extension	US 90 (SR 10)	Sterling Way	Santa Rosa	Improved/New 2 Lane Facility	3.06	$3,505,836	$10,727,859	$1,072,786	$1,609,179	$5,363,930	$1,609,179	$20,382,933
77	CR 184A (Berryhill Rd)	Five Points Intersection	W Spencer Field Rd	Santa Rosa	Provide 4 Lanes of Capacity	2.00	$7,218,488	$14,416,636	$1,441,664	$2,162,495	$7,208,318	$2,162,495	$27,391,608
78	Navarre Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Santa Rosa	Bridge Realignment	1.37	$51,120,169	$70,000,000	$1,400,000	$10,500,000	$35,000,000	$10,500,000	$127,400,000
79	E. Spencer Field Road	US 90	Hamilton Bridge Road	Santa Rosa	Provide 4 Lanes of Capacity	1.49	$7,218,488	$10,772,822	$1,077,282	$1,615,923	$2,693,206	$1,615,923	$17,775,157
80	I-10	SR 281 (Avalon Boulevard)	SR 87 South	Santa Rosa	Provide 6 Lanes of Capacity	9.57	$9,750,577	$93,296,400	Underway	$10,079,980	$0	$13,994,460	$117,370,840
81	US 90	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Santa Rosa	Provide 6 Lanes of Capacity	1.33	$42,858,883	$57,100,000	Complete	$8,600,000	$0	$8,600,000	$74,300,000
82	US 90	Simpson River Bridge	Third Avenue	Santa Rosa	Provide 6 Lanes of Capacity	2.23	$11,956,651	$26,700,000	Complete	$1,500,000	$4,000,000	$4,000,000	$36,200,000
83	US 90	Third Avenue	CR 197A Bell Lane	Santa Rosa	Provide 6 Lanes of Capacity	3.68	$11,926,263	$43,900,000	Complete	$6,600,000	$52,300,000	$6,600,000	$109,400,000
84	US 90	CR 197A Bell Lane	Glover Lane	Santa Rosa	Provide 6 Lanes of Capacity	3.21	$14,813,243	$47,500,000	Complete	$7,100,000	$34,900,000	$7,100,000	$96,600,000
85	CR 197A (Woodbine Road)	US 90	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity	3.73	$7,218,488	$21,212,121	$0	$3,181,818	$10,606,061	$0	$35,000,000

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Const Cost	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	Total
86	Panhandle Trail Drive	US 98	East River Drive	Santa Rosa	Enhanced 2 Lane Facility	1.02	$2,373,997	$2,432,660	$121,633	$364,899	$1,216,330	$364,899	$4,500,421
87	US 98 (Gulf Breeze Parkway)	Bayshore Road	Portside Drive	Santa Rosa	Provide 6 Lanes of Capacity	3.68	$18,961,068	$69,804,115	Complete	Underway	Complete	$10,470,617	$80,274,732
88	US 98 (Gulf Breeze Parkway)	Portside Drive	Bergren Road	Santa Rosa	Provide 6 Lanes of Capacity	5.47	$5,852,065	$0	Complete	$4,950,000	11,000,000	96,559,000	$112,509,000
89	US 98 (Gulf Breeze Parkway)	Bergren Road	Ramble Bay Lane	Santa Rosa	Provide 6 Lanes of Capacity	4.34	$5,852,065	$0	Complete	Underway	9,500,000	75,898,000	$85,398,000
90	US 98 (Gulf Breeze Parkway)	Ramble Bay Lane	Ortega Street	Santa Rosa	Provide 6 Lanes of Capacity	2.68	$5,852,065	$0	Complete	Underway	44,100,000	160,350,000	$204,450,000
91	US 98 (Gulf Breeze Parkway)	Ortega Street	Okaloosa County Line	Santa Rosa	Provide 6 Lanes of Capacity	3.46	$5,852,065	$0	Complete	$3,850,000	9,650,000	$85,349,000	$98,849,000
92	CR 197 (Chumuckla Hwy)	US 90	Five Points Intersection	Santa Rosa	Provide 4 Lanes of Capacity	3.41	$7,218,488	$24,621,355	$2,462,135	$3,693,203	$12,310,677	$3,693,203	$46,780,574
93	CR 197 (Chumuckla Hwy)	Five Points Intersection	Smyer Drive	Santa Rosa	Provide 4 Lanes of Capacity	0.95	$7,218,488	$6,892,664	$689,266	$1,033,900	$1,723,166	$1,033,900	$11,372,895
94	Daniel Street	Shoreline Drive	US 98 (Gulf Breeze Pkwy)	Santa Rosa	Provide 4 Lanes of Capacity	0.19	$7,218,488	$1,371,513	$137,151	$205,727	$685,756	$205,727	$2,605,874
95	SR 87	US 90 via SR 87A New Connector	FL / AL State Line	Santa Rosa	Provide 4 Lanes of Capacity	29.63	$5,050,480	$149,645,711	$1,496,457	$22,446,857	$37,411,428	$22,446,857	$233,447,310
96	SR 87A New Connector	US 90	CR 191 (Munson Hwy)	Santa Rosa	New 4-lane capacity corridor for SR 87 Connector	3.30	$5,536,583	$18,288,987	Complete	Underway	$4,572,247	$2,743,348	$25,604,581
97	SR 87A New Connector	CR 191 (Munson Hwy)	SR 87N	Santa Rosa	New 4-lane capacity corridor for SR 87 Connector	4.11	$5,536,583	$22,782,977	Complete	Underway	$5,695,744	$3,417,446	$31,896,167
98	US 90	Glover Lane	SR 87 N (Stewart Street)	Santa Rosa	Provide 6 Lanes of Capacity	1.31	$5,852,065	$7,693,986	Complete	$1,154,098	$3,846,993	$1,154,098	$13,849,174
99	US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Santa Rosa	Provide 4 Lanes of Capacity	1.58	$7,218,488	$11,409,830	Complete	$2,750,000	$5,704,915	$1,711,474	$21,576,219
100	US 90 (Caroline Street)	CR 89 (Ward Basin Road)	SR 87 S	Santa Rosa	Provide 4 Lanes of Capacity	3.13	$7,218,488	$22,622,740	Complete	$1,700,000	$5,655,685	$3,393,411	$33,371,836
101	Becks Lake Road RR Crossing	US 29	Becks Lake Road	Escambia	Railroad Overpass	0.12	$58,333,333	$7,000,000	$350,000	$1,050,000	$3,500,000	$1,050,000	$12,950,000
102	US 29 RR Crossing	US 29	Muscogee Road	Escambia	Railroad Overpass	0.12	$58,333,333	$7,000,000	$350,000	$1,050,000	$3,500,000	$1,050,000	$12,950,000
103	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	Wymart Road	Escambia	Provide 3 Lanes Capacity	2.00	from County	$4,250,000	Complete	$500,000	none	$750,000	$5,500,000

Table 23. 2045 Adopted Needs Plan Costs: Corridor / Complete Streets Projects

ID	Corridor	From	To	County	Project Description	Length (mi)	Corridor Study	Const Cost	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	Total
104	W. Main Street	Barrancas Avenue	S. Clubbs Street	Escambia	Corridor Management Plan/Complete Streets Study	0.78	$150,000	NR	NR	NR	NR	NR	$150,000
105	SR 196 (Main Street / Bayfront Parkway)	Alcaniz Street	US 98 / E. Chase Street	Escambia	Corridor Management Plan/Complete Streets Study (maintain Port linkage)	1.01	$150,000	NR	NR	NR	NR	NR	$150,000
106	SR 289 (Ninth Avenue)	SR 196 (Bayfront Parkway)	SR 296 (Brent Lane)	Escambia	Corridor Mgmt Plan/Complete Streets Study (lighting, safety, sidewalks, capacity)	4.39	$150,000	NR	NR	NR	NR	NR	$150,000
107	Pinestead-Longleaf Connector	Wymart Road	US 29 (SR 95)	Escambia	Corridor Management Plan/Complete Streets Study	1.97	$150,000	NR	NR	NR	NR	NR	$150,000
108	SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Escambia	Corridor Management Plan/Complete Streets Study	2.02	$150,000	NR	NR	NR	NR	NR	$150,000
109	US 98 (W. Navy Blvd)	SR 295 (N. Navy Blvd)	SR 453 (N. W Street)	Escambia	Project is in Design to redesign as Complete Street	1.87	$150,000	NR	NR	NR	NR	NR	$150,000
110	US 90 (W. Cervantes St)	Dominques St	A Street	Escambia	Road Diet	2.25	complete	$11,000,000	complete	$1,650,000	none	$1,650,000	$14,300,000
111	SR 292 (Barrancas Avenue)	SR 292 (S. Pace Blvd)	US 98 (Garden Street)	Escambia	Corridor Management Plan/Complete Streets Study	0.93	$150,000	NR	NR	NR	NR	NR	$150,000
112	SR 292 (Barrancas Avenue)	Old Barrancas Avenue	SR 295 (S. Navy Blvd)	Escambia	Corridor Management Plan/Complete Streets Study	1.62	$150,000	NR	NR	NR	NR	NR	$150,000
113	CR 296A (Marlane Drive / Cerney Rd)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Escambia	Corridor Management Plan/Complete Streets Study	2.04	$150,000	NR	NR	NR	NR	NR	$150,000
114	Patricia Drive	CR 296A (Marlane Drive / Cerney Rd)	SR 727 (W. Fairfield Drive)	Escambia	Corridor Management Plan/Complete Streets Study	1.26	$150,000	NR	NR	NR	NR	NR	$150,000
115	SR 295 (W. Fairfield Dr.)	SR 295 (New Warrington Road)	SR 292 (N. Pace Blvd)	Escambia	Corridor Management Plan/Complete Streets Study	2.36	$150,000	NR	NR	NR	NR	NR	$150,000
116	SR 295 (W. Fairfield Dr.)	SR 292 (N. Pace Blvd)	US 29 (N. Palafox St)	Escambia	Corridor Management Plan/Complete Streets Study	0.69	$150,000	NR	NR	NR	NR	NR	$150,000
117	SR 295 (E. Fairfield Dr.)	US 29 (N. Palafox St)	SR 291 (N. Davis Hwy)	Escambia	Corridor Management Plan/Complete Streets Study	0.64	$150,000	NR	NR	NR	NR	NR	$150,000
118	US 90 (W. Cervantes St, and E. Cervantes St)	A St.	I-110	Escambia	Corridor Management Plan/Complete Streets Study	0.70	$150,000	NR	NR	NR	NR	NR	$150,000
119	17th Avenue	US 98 / Bayfront Parkway	US 90 (E. Cervantes)	Escambia	Corridor Management Plan/Complete Streets Study	0.52	$150,000	NR	NR	NR	NR	NR	$150,000
120	CR 298 (W. Jackson St)	SR 727 (N. Fairfield Dr)	A Street	Escambia	Corridor Study in Conjunction with W. Cervantes Road Diet Study	4.29	$150,000	NR	NR	NR	NR	NR	$150,000
121	SR 296 (Beverly Pkwy / W. Michigan Ave)	US 29 (N. Palafox St)	US 90 (Mobile Hwy)	Escambia	Corridor Management Plan/Complete Streets Study	3.57	$150,000	NR	NR	NR	NR	NR	$150,000
122	Massachusetts Avenue	US 90 (Mobile Hwy)	SR 292 (N. Pace Blvd)	Escambia	Corridor Management Plan/Complete Streets Study	3.08	$150,000	NR	NR	NR	NR	NR	$150,000



ID	Corridor	From	To	County	Project Description	Length (mi)	Corridor Study	Const Cost	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	Total
123	W. Jordan Street	N. E Street	US 29 (N. Palafox St)	Escambia	Corridor Study - Maxwell / Jordan two-way conversion	0.58	$150,000	NR	NR	NR	NR	NR	$150,000
124	Fort Pickens Road	SR 399 (Via de Luna Drive)	Gulf Islands National Seashore Boundary	Escambia	Corridor Management Plan/Complete Streets Study	2.50	$150,000	NR	NR	NR	NR	NR	$150,000
125	Port Access to/from I-110 for port freight vehicles	Port of Pensacola	Port of Pensacola	Escambia	Access Improvements to/from I-110 for port freight vehicles (part of Bayfront Corridor)	0.49	$150,000	NR	NR	NR	NR	NR	$150,000
126	SR 295 (Navy Boulevard) [N and S segments]	SR 295 (New Warrington Road)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Escambia	Corridor Management Plan/Complete Streets Study	2.35	$150,000	NR	NR	NR	NR	NR	$150,000
127	Frank Reeder Road / Devine Farm Road	SR 99 (Beulah Road)	CR 97	Escambia	Corridor Management Plan/Complete Streets Study	4.50	$150,000	NR	NR	NR	NR	NR	$150,000
128	US 90 (Scenic Highway)	SR 742 (Creighton Road)	SR 291 (N. Davis Hwy) / US 90	Escambia	Corridor Management Plan/Complete Streets Study	4.54	$150,000	NR	NR	NR	NR	NR	$150,000
129	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Escambia	Two-Way Restoration	4.99	complete	$7,900,000	none	$1,185,000	none	$1,185,000	$10,270,000
130	SR 292 (Pace Boulevard)	South of W. McLeod Street	US 29	Escambia	Corridor Management Plan/Complete Streets Study		$150,000	NR	NR	NR	NR	NR	$150,000
131	Garden Street	W Street	Alcaniz Street	Escambia	Corridor Management Plan/Complete Streets Study	2.45	$150,000	NR	NR	NR	NR	NR	$150,000
132	14th Avenue	Cervantes Street	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study	0.47	$150,000	NR	NR	NR	NR	NR	$150,000
133	Gregory Street	I-110	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study	0.81	$150,000	NR	NR	NR	NR	NR	$150,000
134	Chase Street	I-110	Bayfront Parkway	Escambia	Corridor Management Plan/Complete Streets Study	0.55	$150,000	NR	NR	NR	NR	NR	$150,000
135	CR 95A	I-10	US 29	Escambia	Corridor Management Plan/Complete Streets Study		$150,000	NR	NR	NR	NR	NR	$150,000
136	SR 399 (Gulf Boulevard) on Navarre Beach	SR 399 (Navarre Beach Causeway)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor Management Plan/Complete Streets Study	3.47	$150,000	NR	NR	NR	NR	NR	$150,000
137	US 98 (Gulf Breeze Parkway)	CR 30A (Shoreline Drive)	Gulf Islands National Seashore Boundary	Santa Rosa	Corridor Management Plan/Complete Streets Study	0.63	$150,000	NR	NR	NR	NR	NR	$150,000
138	US 98 (Gulf Breeze Parkway)	Fairpoint Drive	CR 30A (Shoreline Drive)	Santa Rosa	Corridor Management Plan/Complete Streets Study (school access)	0.64	$150,000	NR	NR	NR	NR	NR	$150,000
139	CR 191 (Munson Highway)	SR 87 (Stewart Street)	TPO Boundary	Santa Rosa	Corridor study for multi modal improvements requested by NAS Whiting Field	7.02	$150,000	NR	NR	NR	NR	NR	$150,000

Table 24. 2045 Adopted Needs Plan Costs: Intersection Projects

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Const Cost	PD&E (5–10%)	Design (10-20%)	R/W (10-20%)	CEI (10-20%)	Total
140	AL Foley Beach Express	Foley Beach Express	at Canal Road	Baldwin	Grade Separation	0.25	$5,000,000	$1,250,000	$425,000	$187,500	$625,000	$187,500	$2,675,000
141	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Baldwin	Major Intersection Improvement - New bypass alignment Option A	0.36	$15,710,450	$5,655,762	$250,000	$1,117,995	$1,350,000	$848,364	$9,222,121
142	AL SR 161 & SR 180 (Major Intersection Improvements)	SR 161 (Orange Beach Boulevard)	SR 180 (Canal Road)	Baldwin	Major Intersection Improvement	0.25	$500,000	$125,000	$425,000	$18,750	$375,000	$18,750	$962,500
143	I-10 at SR 99 (Beulah Road)	I-10 at SR 99 (Beulah Road)	I-10 at (SR 99) Beulah Road	Escambia	New Interchange	TBD	$0	$0	$0	$0	$0	$0	$0
144	I-10 at US 29	I-10 at US 29	I-10 at US 29	Escambia	Interchange Phase II	5.80	$23,315,751	$0	Complete	Underway	$19,153,000	125,853,000	$145,006,000
145	I-10 @ SR 289 (Ninth Avenue)	I-10 @ SR 289 (Ninth Avenue)	I-10 @ SR 289 (Ninth Avenue)	Escambia	New Interchange	NA	$17,712,685	$17,712,685	$1,771,269	$3,542,537	$26,569,028	$2,656,903	$52,252,421
146	SR 289 (Ninth Avenue) / Langley / Tippin			Escambia	Major Intersection Improvement	1.00	$20,000,000	$20,000,000	$2,000,000	$3,000,000	$10,000,000	$3,000,000	$38,000,000
147	I-10 at SR 297 (Pine Forest Road)	I-10 at SR 297 (Pine Forest Road)	I-10 at SR 297 (Pine Forest Road)	Escambia	Major Intersection Improvement	NA	$0	$0	$0	$0	$0	$0	$0
148	I-10 at US 90 (Nine Mile Road)	I-10 at US 90 (Nine Mile Road)	I-10 at US 90 (Nine Mile Road)	Escambia	Major Intersection Improvement	NA	$0	$0	$0	$0	$0	$0	$0
149	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd)	Escambia	Intersection Improvement	0.50	$5,852,065	$2,926,033	$292,603	$438,905	$1,463,016	$438,905	$5,559,462
150	Pensacola Beach Roundabouts (two)	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach access road	Escambia	Intersection Improvement (Roundabout)	NA	NA	$15,000,000	Complete	$2,250,000	$7,500,000	$2,250,000	$27,000,000
151	Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Escambia	Intersection Improvement (Roundabout)	NA	NA	$500,000	Complete	$75,000	$250,000	$75,000	$900,000
152	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	US 98 (Gulf Breeze Parkway) at SR 399 Overpass	Santa Rosa	Major Intersection Improvement	0.25	$74,000,000	$18,500,000	$1,850,000	$4,000,000	$13,875,000	$2,775,000	$41,000,000
153	CR 399 (East Bay Boulevard)	Edgewood Drive	Edgewood Drive	Santa Rosa	Intersection Improvement (Roundabout)	NA	NA	$1,750,000	$87,500	$262,500	$1,312,500	$262,500	$3,675,000
154	CR 399 (East Bay Boulevard)	Andorra Street	Andorra Street	Santa Rosa	Intersection Improvement (Roundabout)	NA	NA	$1,750,000	$87,500	$262,500	$1,312,500	$262,500	$3,675,000

Table 25. 2045 Adopted Needs Plan Costs: Transit Projects

ID	Corridor	From	To	County	Project Description	Daily Hours	Service Days	Buses	Stops	Benches	Annual Service Hours	Capital Costs ($)	Annual Operating Cost ($)	Studies ($)	Total Costs ($)
155	Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Escambia/ Santa Rosa	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
156	Express Bus - Southeast	Downtown Pensacola	Garcon Point & Navarre via US 98	Escambia/ Santa Rosa	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
157	Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Escambia	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
158	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Escambia /Baldwin	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
159	Express Bus - Northeast	Downtown Pensacola	Milton via US 90	Escambia/ Santa Rosa	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
160	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field)	Navarre	Hurlburt Field (Okaloosa County)	Santa Rosa/ Okaloosa	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
161	Express Bus - Downtown	Cordova Mall	Downtown Pensacola	Escambia	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
162	Express Bus - NAS Transit	Multiple	NAS Pensacola, Corry Station	Escambia	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
163	Express Bus - Pensacola / US 98 / Hurlburt Field	Multiple	Hurlburt Field (Okaloosa County)	Escambia / Santa Rosa / Okaloosa	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559
164	Express Bus (Seasonal) - Orange Beach / Gulf Shores	Multiple	Perdido Key / Orange Beach / Gulf Shores	Escambia / Baldwin	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	1,560	1,116,363	142,116	14,212	1,272,691
165	Downtown Pensacola Transit & ECAT Hubs	Downtown Pensacola per CRA Plan	Downtown Pensacola - Per CRA Plan	Escambia	Peak Hour Bus Service 6AM - 9AM; 4PM to 6PM	6	255	2	10	2	3,315	1,116,363	301,996	30,200	1,448,559

Table 26. 2045 Adopted Needs Plan Costs: Bicycle / Pedestrian Projects

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Cost	Design (10%)	AL Local Match	Total
166	CR 99	Carrier Drive	Spanish Cove Drive	Baldwin	Paved shoulders on CR 99	1.64	AL Data from TIP	$509,963	$50,000	--	$559,963
167	CR 99	CR 91	Carrier Drive	Baldwin	Paved shoulders on CR 99	2.19	AL Data from TIP	$579,091	$93,750	--	$672,841
168	US 98 / SR 42	Barclay Avenue	Alabama State Line	Baldwin	Paved shoulders on US 98 / SR 42	1.35	AL Data from TIP	$347,413	$25,000	--	$372,413
169	US 98 / SR 42	Hillcrest Road	Barclay Avenue	Baldwin	Paved shoulders on US 98 / SR 42	0.78	188,875	$147,443	$25,000	$29,489	$201,932
170	CR 99	Carrier Drive	Spanish Cove Drive	Baldwin	Sidewalk on CR 99	1.64	$296,649	$487,571	$25,000	$97,514	$610,086
171	US 98 / SR 42	CR 91 (Sycamore)	Hillcrest Road	Baldwin	Paved shoulders on US 98 / SR 42	1.01	$188,875	$190,378	$25,000	$38,076	$253,454
172	W. Lee St, N. G St, N. F St	E St, Blount, Blount	J St, Moreno, Moreno	Escambia	West Moreno	1.73	provided by ECRC				$446,846
173	West Cervantes	A St	Dominguez	Escambia	West Cervantes St Corridor Improvements	2.25	provided by ECRC				$4,631,085
174	N. E Main St	Garden St	Cervantes St	Escambia	W. Cervantes to Downtown Pensacola Connection via North "E" St (North)	0.61	provided by ECRC				$670,613
175	L St	West Cervantes	Legion Field Park	Escambia	Connectivity from West Cervantes to Legion Field Park via North "L" Street	0.43	provided by ECRC				$239,275
176	W Gregory St	L St	Pace Blvd	Escambia	Connectivity to Global Learning via Gregory St	0.19	provided by ECRC				$447,909
177	N. Spring St	Garden St	Main St (South Segment)	Escambia	North Spring Street Improvements	0.97	provided by ECRC				$442,941
178	N. Reus St	Cervantes St	Main St	Escambia	North Reus Street Improvements	0.98	provided by ECRC				$148,467
179	Palafox St	Fairfield, Cervantes, SB Hayne St, Maxwell, Guillemard St	Main, Yonge, Maxwell, Blunt, Wright St	Escambia	Palafox St - Road Diet/Rebalance	2.93	provided by ECRC				$116,000
180	Jackson St	Fairfield Dr	New Warrington Rd	Escambia	Jackson Street Sidewalks	2.49	$512,521	$1,276,062	$127,606	--	$1,403,668
181	W Navy Blvd	Bayou Chico Bridge	SR 292/Barrancas Ave	Escambia	Navy Boulevard Bicycle Lanes	1.75	$201,275	$351,615	$35,161	--	$386,776
182	Gregory St	L St	G St	Escambia	Connectivity to Legion Field Park via Gregory St	0.33	provided by ECRC				$447,909
183	W. Main St	E St	Clubbs St	Escambia	Connectivity to North "E" St via Main St	0.36	provided by ECRC				$461,268
184	N. E Main St	Main St	Garden St	Escambia	W. Cervantes to Downtown Pensacola Connection via North "E" St (South)	0.40	provided by ECRC				$474,691
185	A St	Maxwell St	Main St	Escambia	"A" Street - Roadway Rebalance	1.94	provided by ECRC				$40,000

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Cost	Design (10%)	AL Local Match	Total
186	Blount St	20th Ave	A St	Escambia	Blount St Roadway Rebalance	2.01	provided by ECRC				$80,000
187	Chemstrand Road	Johnson Ave	Kingsfield Rd	Escambia	Chemstrand Road Sidewalks	3.44	$512,520	$1,762,424	$176,242	--	$1,938,666
188	Johnson Ave	Davis Hwy	Olive Rd	Escambia	Johnson Avenue Sidewalks	2.32	$512,520	$1,190,314	$119,031	--	$1,309,346
189	Jordan St	Pace Blvd	W St	Escambia	Jordan Street Sidewalks	0.52	$512,520	$268,339	$26,834	--	$295,173
190	Olive Rd	RR	existing sidewalks	Escambia	Olive Road West Sidewalks	2.00	$512,520	$1,025,141	$102,514	--	$1,127,655
191	Saufley Field Rd	Mobile Hwy	Saufley Field Gate	Escambia	Saufley Field Road Sidewalks	2.06	$512,520	$1,055,246	$105,525	--	$1,160,771
192	Multiple	Multiple	Multiple	Escambia	Scenic Heights Parks & School Connectivity	1.36	provided by ECRC				$416,250
193	14th Ave	Haynes, Haynes, Cervantes	Bayfront, Cervantes, Gregory	Escambia	14th Avenue - Roadway Rebalance/Sharrows	2.00	provided by ECRC				$80,000
194	Spring St	Gregory St	Main St	Escambia	Spring St Rebalance	0.57	provided by ECRC				$80,000
195	Haynes, Guillemard	Cross St, Maxwell St, E Avery St	Maxwell St, Blount, Wright St	Escambia	Hayne St/Guillemard St Protected Bike Lanes	1.79	provided by ECRC				$136,000
196	Dr. MLK Blvd	Texar Drive	Garden St	Escambia	Dr. MLK Blvd Two Way Conversion	2.30	provided by ECRC				$168,000
197	Bayou Blvd	12th Ave	Scenic Hwy	Escambia	Bayou Blvd Protected Bike Lanes	3.44	provided by ECRC				$264,000
198	Government St	Barrancas St	9th Ave	Escambia	Government St Roadway Rebalance	1.87	provided by ECRC				$144,000
199	Burgess Road	Lanier Dr	Existing Sidewalks	Escambia	Burgess Road Sidewalks	0.88	$512,520	$449,364	$44,936	--	$494,301
200	Hollywood Ave	Fairfield Dr	Massachusetts Ave	Escambia	Hollywood Ave Sidewalks	0.80	$512,520	$410,131	$41,013	--	$451,144
201	Massachusetts Ave	Mobile Hwy	Hollywood Ave	Escambia	Massachusetts Sidewalks	1.62	$512,520	$831,381	$83,138	--	$914,519
202	Scenic Hwy	Baywoods Dr	N Davis Hwy	Escambia	Scenic Highway Multi-Use Trail	4.07	$589,941	$2,400,934	$240,093	--	$2,641,027
203	Bauer Road	Lillian Hwy	Existing Sidewalk and Bike Lanes	Escambia	Bauer Road Sidewalks and Bike Lanes	5.24	$589,941	$3,091,545	$309,155	--	$3,400,700
204	Dog Track Road	Blue Angel Pkwy	US 98/SR 30	Escambia	Dog Track Road Bicycle Lanes	2.08	$201,275	$418,318	$41,832	--	$460,150
205	Summit Blvd	12th Ave, 12th Ave, Spanish Trail	Scenic Hwy, Spanish Trail, Scenic Hwy	Escambia	Summit Boulevard - Road Diet/Rebalance	2.43	provided by ECRC				$100,000
206	Muldoon Rd	Cerny Rd	Bellview Ave	Escambia	Muldoon Road Sidewalks	1.35	$512,520	$690,146	$69,015	--	$759,161
207	W St	Airport Blvd	Hwy 29 (Pensacola Blvd)	Escambia	W Street Sidewalks	1.12	$512,521	$572,013	$57,201	--	$629,214
208	Cerny Road	Muldoon Rd	Mobile Hwy	Escambia	Cerny Road Sidewalks	1.38	$512,522	$705,584	$70,558	--	$776,142
209	Patricia Dr	Santa Barbara St	Fairfield Dr	Escambia	Patricia Drive Sidewalks	0.86	$512,523	$441,315	$44,131	--	$485,446
210	Tonawanda Dr	Mobile Hwy	61st Ave	Escambia	Tonawanda Dr Sidewalks	0.87	$512,524	$446,425	$44,643	--	$491,068

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Cost	Design (10%)	AL Local Match	Total
211	Kingsfield Rd	297A	Tate Road 61	Escambia	Kingsfield Road Sidewalks	2.16	$512,525	$1,106,131	$110,613	--	$1,216,744
212	Beulah Road	Mobile Highway	9 Mile Road	Escambia	Beulah Road Bicycle Lanes	1.16	$201,275	$232,516	$23,252	--	$255,767
213	Sorrento Rd	Innerarity Point Rd	Segura Dr	Escambia	Sorrento Road Shoulders/Bicycle Lanes	0.14	$201,275	$27,306	$2,731	--	$30,036
214	8 Mile Creek Road	SR 90	Wilde Lake Blvd	Escambia	8 Mile Creek Rd Bicycle Lanes	1.83	$201,275	$368,050	$36,805	--	$404,855
215	Old Corry Field Rd	Jackson St	Lillian Hwy	Escambia	Old Corry Field Road Sidewalks	0.59	$512,525	$300,464	$30,046	--	$330,510
216	61st Avenue	Tonawanda Dr	Fairfield Dr	Escambia	61st Avenue Sidewalks	0.51	$512,525	$261,679	$26,168	--	$287,847
217	Perdido Key Dr	Park Entrance	Theo Bridge	Escambia	Perdido Key Drive Multi-Use Path	2.89	$589,941	$1,704,355	$170,435	--	$1,874,790
218	Klondike Rd	SR 90	Wilde Lake Blvd	Escambia	Klondike Road Bicycle Lanes	1.60	$201,275	$321,159	$32,116	--	$353,275
219	E Kingsfield Rd	95A	Chemstrand Rd	Escambia	E. Kingsfield Rd Sidewalks	1.69	$512,525	$868,295	$86,830	--	$955,125
220	Stefani Rd	Nine Mile Rd	W Roberts Rd	Escambia	Stefani Road Sidewalks	2.00	$512,525	$1,026,154	$102,615	--	$1,128,770
221	Nine and 1/2 Mile Rd	Pine Forest Rd (SR 297)	Stefani Rd	Escambia	Nine and 1/2 Mile Road Sidewalks	0.75	$512,525	$383,595	$38,360	--	$421,955
222	US 90	Escambia County Line	Bell Lane	Santa Rosa	US 90 - Escambia County Line to Bell Lane	7.22	$512,525	$3,702,438	$370,244	--	$4,072,682
223	US 90	Bell Ln	Glover Ln	Santa Rosa	US 90 - Bell Lane to Glover Lane bike / ped	3.24	$589,941	$1,910,740	$191,074	--	$2,101,814
224	US 98	Portside Dr	Bergren Rd	Santa Rosa	US 98 - Portside Drive to Bergren Road bike / ped	5.46	$589,941	$3,223,468	$322,347	--	$3,545,814
225	McClure / Andrew Jackson			Santa Rosa	McClure and Andrew Jackson Sidewalk	0.74	provided by ECRC				$50,000
226	Soundview			Santa Rosa	Soundview Trail Walking Path	1.06	provided by ECRC				$200,000
227	Munson Hwy, Broad, Willing Pine	Milton	Bagdad Mill Site Park and Village	Santa Rosa	Milton Multimodal Connector	1.55	provided by ECRC				$2,171,000
228	US 90	SR 87 N	Ward Basin Rd	Santa Rosa	US 90 - SR 87 N to Ward Basin Rd Bike / Ped	1.58	$589,941	$933,275	$93,327	--	$1,026,602
229	US 90	Ward Basin Rd	SR 87 S	Santa Rosa	US 90 - Ward Basin Road to SR 87 S Bike / Ped	3.08	$589,941	$1,814,095	$181,409	--	$1,995,504
230	US 98	Bergren Rd	Ramble Way	Santa Rosa	US 98 - Bergren Rd to Ramble Way Bike / Ped	4.34	$589,941	$2,559,748	$255,975	--	$2,815,723
231	US 98	Ramble Way	Okaloosa County Line	Santa Rosa	US 98 - Ramble Way to Okaloosa County Line Bike / Ped	6.11	$589,941	$3,606,416	$360,642	--	$3,967,057
232	Byrom. King, Rosasco St			Santa Rosa	King Middle School Connection	1.14	provided by ECRC			--	$260,518
233	Chumuckla Hwy	US 90	Five Points	Santa Rosa	Chumuckla Highway Bike / Ped	3.40	$589,941	$2,007,875	$200,787	--	$2,208,662
234	W Spencer Field Rd	Berryhill Rd	US 90	Santa Rosa	West Spencer Field Rd	3.03	$512,525	$1,553,205	$155,321	--	$1,708,526
235	Fairpoint	Fairpoint	Shoreline	Santa Rosa	King Middle School Connection Ped	1.14	$512,525	$585,037	$58,504	--	$643,540

ID	Corridor	From	To	County	Project Description	Length (mi)	Const $ / mi	Cost	Design (10%)	AL Local Match	Total
236	Glover Ln	Hamilton Bridge Rd	Hobbs Middle School	Santa Rosa	Glover Lane	0.53	provided by ECRC				$267,744
237	US 90	Glover Lane/Old Hwy 90	SR 87 N	Santa Rosa	US 90 - Glover Lane to SR 87 N bike / ped	1.31	$589,941	$772,993	$77,299	--	$850,292
238	Henry St	Main St/Old Bagdad Hwy	Canal St	Santa Rosa	Henry Street bike / ped	1.02	provided by ECRC				$2,310,000
239	Old Bagdad Hwy	Avalon Blvd	County Optimist Park	Santa Rosa	Old Bagdad Hwy - Parkmore Plaza	0.90	provided by ECRC				$309,595
240	Fairpoint	Fairpoint	Shoreline	Santa Rosa	Navarre Community Access Road bike / ped	7.60	$589,941	$4,484,708	$448,471	--	$4,933,179
241	Shoreline Dr, Fairpoint Dr			Santa Rosa	Fairpoint to Shoreline Multi-Use Pathway with Wetlands Boardwalk Trail	4.31	provided by ECRC				$2,504,640
242	Shoreline			Santa Rosa	South Sunset Walking Path	0.53	provided by ECRC				$150,000
243	Panhandle Trail			Santa Rosa	Shoreline Park South Nature Trail Development	1.49	provided by ECRC				$250,000
244	Panhandle Trail Bike Lanes	Navarre Parkway	River Dr	Santa Rosa	Panhandle Trail Bike Lanes (also TA request)	1.26	provided by ECRC				$1,722,986
245	Pace Lane - Skipper to US 90	Skipper Lane	US 90	Santa Rosa	Pace Lane - Skipper to US 90	0.29	provided by ECRC				$407,455
246	Edgewood Drive	US 98	East Bay Blvd	Santa Rosa	Edgewood Drive	2.90	provided by ECRC				$2,324,420
247	East Spencer Field Rd	Norris Rd	US 90	Santa Rosa	East Spencer Field Rd	1.00	provided by ECRC				$50,000
248	Woodbine Rd	US 90	Five Points	Santa Rosa	Woodbine Rd bike / ped	3.72	$589,941	$2,196,161	$219,616	--	$2,415,777
249	Hamilton Bridge Road	East Spencer Field Rd	Jim Dandy Ln	Santa Rosa	Hamilton Bridge Road	1.05	provided by ECRC				$600,000
250	Godwin Trail Connector	Soundside Dr	Madura Rd	Santa Rosa	Godwin Trail Connector	0.21	provided by ECRC				$465,000
251	Williamsburg Multi-Use Trail			Santa Rosa	Williamsburg Multi-Use Trail	0.69	provided by ECRC				$400,000
252	Munson Highway	East Gate Road	SR 4	Santa Rosa	Munson Highway bike	15.10	$201,275	$3,038,548	$303,855	--	$3,342,403
253	Tom King Bayou Pedestrian Bridge			Santa Rosa	Tom King Bayou Pedestrian Bridge	0.20	provided by ECRC				$1,065,000

6.4 Expectations, Emphasis Areas, and Emerging Issues

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

6.4.1 Strategic Highway Safety Plan

As a Federal Expectation and Emerging Issue, goals, objectives, performance measures and targets of the Highway Safety Improvement Program (HSIP), which includes the Strategic Highway Safety Plan (SHSP), are strongly encouraged to be integrated into the Long-Range Transportation Plan. Both the Florida SHSP and the Alabama SHSP were included in analysis of the Goals and Objectives in the development of this Long-Range Transportation Plan. The Evaluation Criteria prioritized Safety and Security as the highest-weighted category, prioritizing projects on evacuation routes, and projects on corridors with higher crash rates. Safety performance measures and targets are further discussed in the new Systems Performance Report, provided in **Appendix 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 1.12 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 ALDOT 2017 Statewide Freight Plan, and the FDOT Freight Mobility Trade Plan were reviewed for development of the Needs Plan. In addition, the Manager of the FDOT Freight and Multimodal Operations was an active participant on the Steering Committee and provided a presentation to the Steering Committee at the January 2020 meeting focusing on the freight corridors and projects. For the Florida-Alabama TPO, the highest priority freight needs are identified below.

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

In addition, the need for additional truck parking was identified as a need in along the US 29 corridor north of the I-10 at US 29 interchange. These needs are incorporated into projects in the 2045 Needs Plan.

In addition, the Steering Committee included active participation from the Port of Pensacola, the Pensacola International Airport, Naval Air Station Pensacola, and Naval Air Station Whiting Field. A presentation was also made to the ECRC Freight Committee in June 2020. Port and freight projects were reviewed from the updated

Port Master Plan for incorporation into this Long-Range Transportation Plan. The following freight-related projects were incorporated:

- I-10 from Alabama Line to US 29
- I-10 from Avalon Boulevard to Okaloosa County Line
- I-10 Interchange improvements at Beulah Road, Nine Mile Road, Pine Forest Road, US 29, and Ninth Avenue
- US 29 from Nine Mile Road to Alabama State Line
- SR 87 from SR 87 Connector to Alabama State Line
- Airport Boulevard/Railroad Crossing (Overpass)
- Blue Angel Parkway from Sorrento Road to NAS West Gate (Dedicated Truck Entrance)
- Commercial Truck Parking on US 29 (Weigh Station).
- Assessment and design for the relocation of the Port operational security and access gate.
- SR 196 (Main Street/Bayfront Parkway) from Alcaniz Street to Chase Street (Corridor Management Plan/Complete Streets Study—Maintain Port Linkage)
- Advanced Traffic Management System/Traffic Management Center
- US 90 / US 98 New Connector (AL)
- AL Cross Island Connector (Foley Beach Extension) from SR 180 (Canal Road) to SR 182 (Perdido Beach Boulevard) (AL)
- US 98 from US90/US98 Connector to Florida/Alabama Line (over Perdido Bay) (AL)
- US 90 from US 90 / US 98 Connector to Florida/Alabama State Line (AL)
- Waterways North Project from North of CR 4 (Cotton Creek Drive) to Foley Beach Express (AL)
- Waterways South Project from SR 180 (Canal Road) to North of CR 4 (Cotton Creek Drive) (AL).

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). These layers were used for consideration of Needs Plan projects to help determine if a project would have unnecessary or potential adverse environmental impacts that could be avoided.

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long-range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are

advanced. Through these approaches, the State of Florida along with its MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

To further the integration of the ETDM process with the development of this Long-Range Plan, the Evaluation Criteria included consideration of the extent to which a project would have substantial, moderate, or low environmental impacts. Needs Plan projects were screened through the ETDM Environmental Screening Tool using the Area of Interest tool with a buffer distance of 500 feet.

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

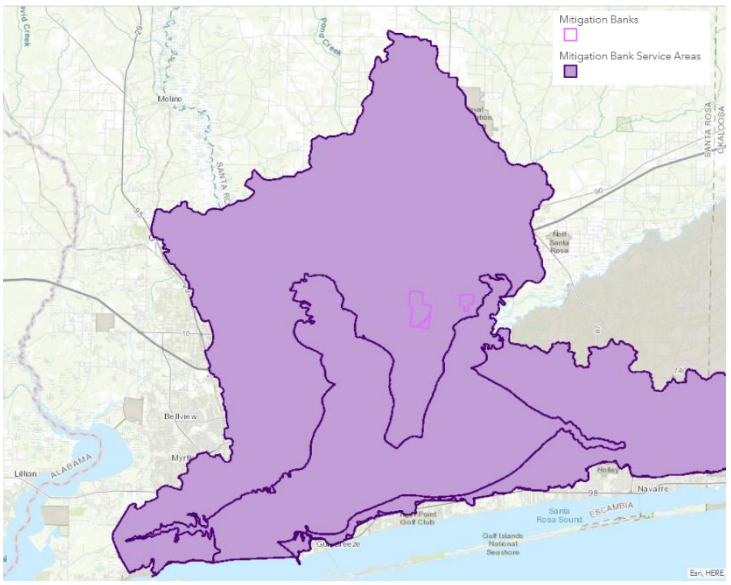
In the State of Florida, environmental mitigation options specific to wetlands are defined by 62.340 F.A.C and Section 404 of the Clean Water Act. For transportation projects, mitigation completed through a partnership between the implementing agency (such as FDOT, or the sponsoring local government) and state and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). FDOT operates under a mitigation program that is administered by the state, which is responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to TPOs because it offers them an additional method to mitigate 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 altogether;
- minimize a proposed activity/project size or its involvement;
- rectify the impact by repairing, rehabilitating, or restoring the affected environment;
- reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action, and
- compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site.

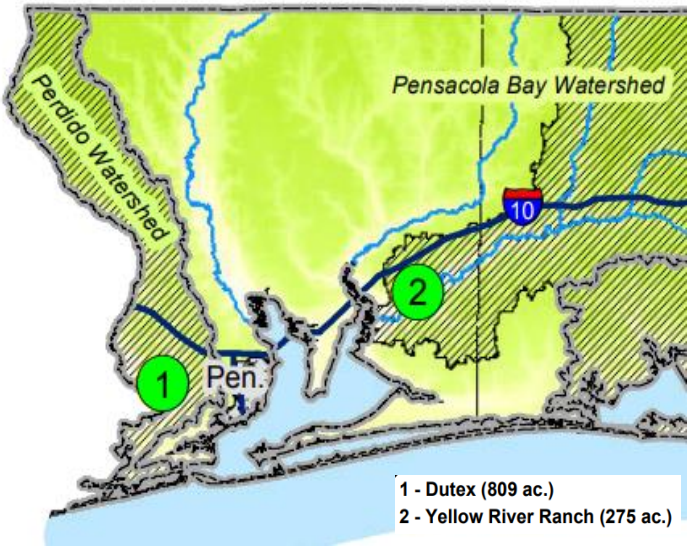
Where impacts cannot be avoided or minimized, mitigation may be required as identified through the PD&E and permitting process. Specific mitigation is generally not finalized until the permitting phase of the project which is generally associated with final design phases. Locally, there are two mitigation bank options available including Garcon Peninsula Mitigation Bank and the Pensacola Bay Mitigation Bank. These are shown in **Figure 26** and **Figure 27** within the larger mitigation service areas.

Figure 26. Mitigation Service Areas and Banks



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

Figure 27. Mitigation Service Areas and Banks



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

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

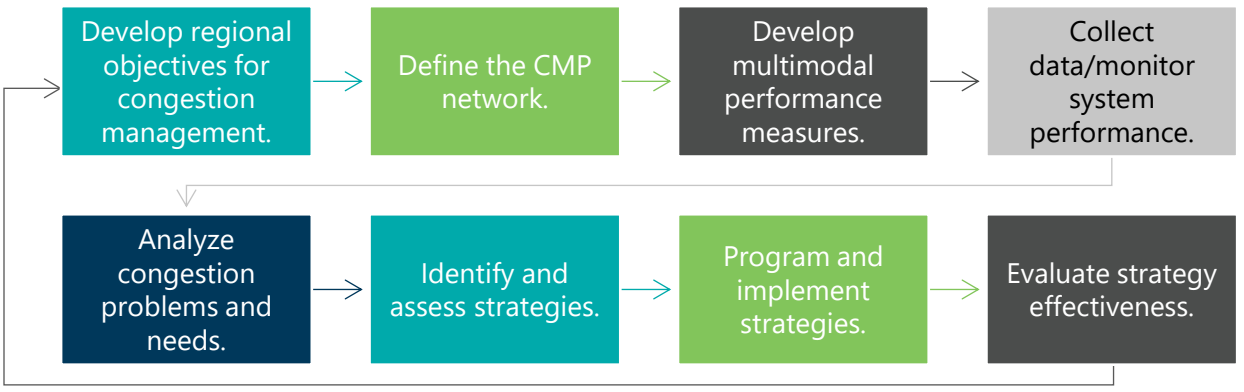
pursuant to Section 4(f) of the U.S. Department of Transportation Act (for federally-funded transportation projects).

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

6.4.4 Congestion Management

A Congestion Management Process was completed (May 2020) 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 28**.

Figure 28. Congestion Management Process



The CMP included development of goals and objectives, specifically adopting the 2045 Long-Range Transportation Plan Goals and Objectives, and developing mitigation strategies. The 2045 CMP Major Update includes improvements the CMP objectives, mitigation strategies, and performance measures. **Table 27** 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 28** identifies the objectives, mitigation strategies, and performance measures in the CMP. **Table 29** identifies the performance measure data in the CMP.

FL-AL TPO uses the CMP as an integral part of the planning process, including the LRTP and the TIP. The LRTP, with the use of the CMP and the Northwest Florida Regional Transportation Model, analyzes existing and future deficiencies. Roadways that are determined to be cost prohibitive for Right-of-Way acquisition are further analyzed for potential Corridor Management Plan Studies as an additional way to mitigate congestion. Through the TPO'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 17** and **Figure 21** in Section 6.3 of this Long-Range Transportation Plan list and show the Corridor Management / Complete Streets projects.

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

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investment
- Value communities and neighborhoods.

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

Table 27. Congestion Management Process Reference Table

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE ANALYSIS	CMP REPORT REFERENCE (FIGURE / TABLE #)
Provide Options to Reduce Travel Demand	Increase participation in TDM programs	# of Annual rideOn Rides	Appendix C
	Increase transit usage	Public transportation annual passenger miles of travel	Appendix C
		Commute to Work Mode Split	Table 6, 7, 8
	Decrease vehicle miles traveled (VMT)	Vehicle Miles Traveled (VMT)	Figure 15
	Reduce Average Travel Time to Work	Commute to Work Travel Times	Table 9, 10, 11
Improve Safety	Reduce crash rates and fatalities	Annual Crash Rates (Vehicle, Bike, Ped)	Figure 11, 12
		Annual # of Fatalities (Vehicle, Bike. Ped)	Table 5, Figure 13
Encourage Active Transportation Modes	Increase bicycle and pedestrian connectivity through additional facilities and improved facilities	SHS Miles Pedestrian Facility Miles % Pedestrian Facility SHS Coverage Bicycle Facility Miles % Bicycle Facility SHS Coverage County Population (5-Year Census ACS Estimates) Total Population of Census Block Groups within 1 mile of Bicycle Facilities % Population within 1 mile of Bicycle Facilities	Appendix C
Provide Reliable and Efficient Transportation Options	Improve traffic flow	Annual FL-AL TPO Urbanized Area Congestion Ranking	Table 12, 13
	Improve capacity of roadways with inadequate LOS	FDOT LOS Tables	Appendix B
System Preservation	Improve resurfacing practices to reach recommended resurfacing guidelines	# of Miles Resurfaced Annually	Appendix C

Table 28. Congestion Management Process Reference Table

CMP Objective	Mitigation Strategies	Performance Measures	Data Tracking Needs	Policy Recommendations
Provide Options to Reduce Travel Demand	❖ Implement Transportation Demand Management (TDM) Strategies ❖ Provide mode choices to the commuters	- Increase participation in TDM programs - Increase bicycle and pedestrian connectivity through additional facilities and improved facilities - Increase transit usage -Expand transit system -Decrease vehicle miles traveled (VMT) -Reduce Average Travel Time to Work	▪ Vehicle Miles Traveled (VMT) ▪ Public transportation annual passenger miles of travel ▪ Commute to Work Travel Times ▪ Commute to Work Mode Split ▪ Annual rideOn participation ▪ # of Bike/Pedestrian connections/improvements funded and completed ▪ 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. ✓ Commit dedicated annual funding to the expansion of system-wide bicycle and pedestrian facilities. ✓ Provide dedicated resources to support TDM program activities and annual reporting.
Improve Safety	❖ Engage Community Traffic Safety Team (CTST) with community awareness and education ❖ Prioritize safety of active transportation modes ❖ Seek out engineering solutions for high-crash “hot spots” ❖ Implement access management strategies to reduce conflict points	- Reduce crash rates	▪ Annual Crash Rates (Vehicle, Bike, Ped) ▪ Annual Fatalities (Vehicle, Bike. Ped) ▪ Annual report of CTST awareness activities and outcomes ▪ Location of High Crash Areas (“Hot Spots”)	✓ Include immediate safety needs in short-term funding priorities. ✓ Dedicate resources to CTST Program.
Encourage Active Transportation Modes	❖ Promote the use of public transportation and make the transit stops more accessible ❖ Encourage biking and walking by improving bicycle and pedestrian infrastructure and improving connectivity	-Increase # of miles of bike and pedestrian facility projects that create connectivity between existing multi-modal facilities -Improve transit facilities to be ADA compliant	▪ % of Annual Funding Dedicated to Active Transportation Facilities ▪ % of Transit Facilities Compliant with ADA	✓ Adjust project prioritization evaluation criteria to increase the weight of active transportation modes. ✓ Provide $1.3 mil of funding through the year 2045 for separated bicycle and pedestrian facilities
Provide Reliable and Efficient Transportation Options	❖ Implementation of Transportation System Management and Operation Strategies ❖ Improve the flow of traffic ❖ Re-time traffic signals annually ❖ Prioritize capacity improvements for roadways with demand that exceeds maximum service volumes	- Improve traffic flow - Improve capacity of roadways with inadequate LOS - Increase ITS capabilities	▪ Annual LOS Data (FDOT) ▪ ITS System Metrics	✓ Dedicate resources and funding for traffic monitoring, management, and control facilities and programs ✓ Commit to Implementing the Advanced Traffic Management System (ATMS) ✓ Dedicate funding resources in operational roadway improvements (Corridor Management) each fiscal year ✓ Prioritize projects with LOS F ✓ Prioritize low-cost, operational improvements that will reduce congestion
System Preservation	❖ Resurface Major & Minor Arterials on Recommended Cycle	-Improve resurfacing practices to reach recommended resurfacing guidelines	▪ # of Miles Resurfaced Annually ▪ Asset Inventory ▪ Pavement Condition Data	✓ Dedicate resources and funding to meet resurfacing needs on the recommended annual cycle.

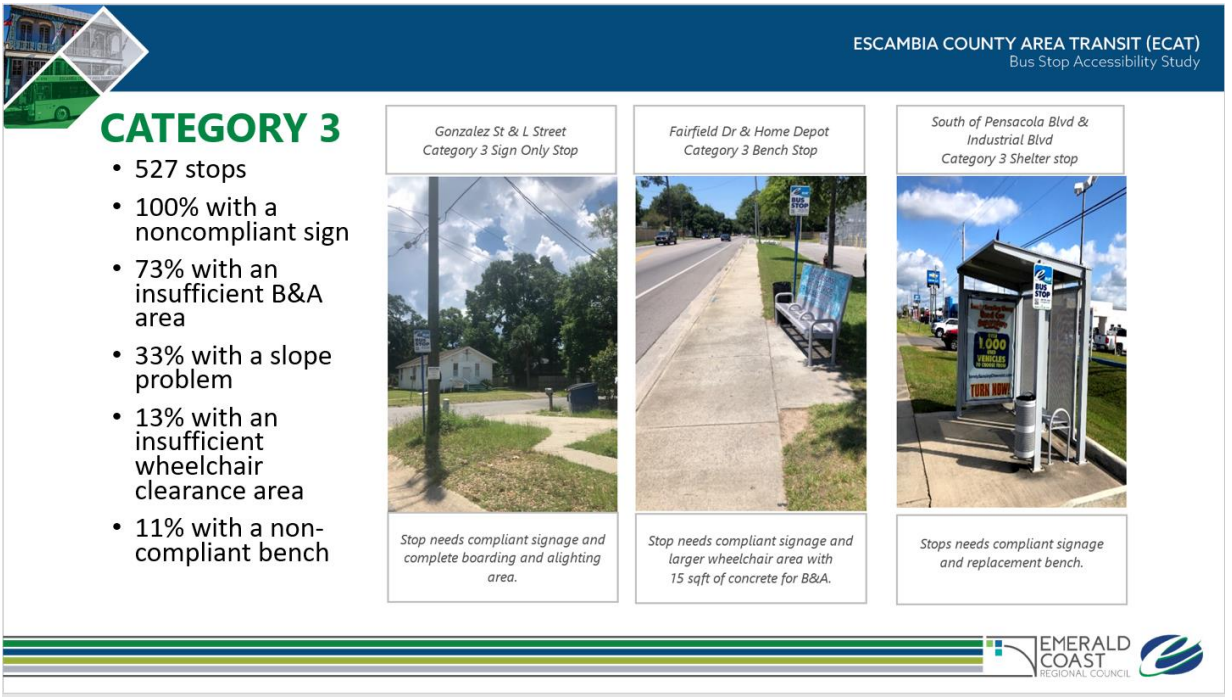
Table 29. Congestion Management Process Performance Measures Table

CMP OBJECTIVE	PERFORMANCE MEASURE	DATA SOURCE	2015				2016				2017				2018				2019			
			FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa	FL-AL TPO	Baldwin	Escambia	Santa Rosa
Provide Options to Reduce Travel Demand	% Car, Truck, Van – Carpooled to work	American Community Survey (ACS)	-	5.9%	9.9%	10.0%	-	7.1%	10.9%	10.5%	-	10.1%	9.4%	11.8%	-	-	-	-	-	-	-	-
	% Pedestrian Facility SHS Coverage	FDOT/ALDOT	-	-	31.4%	17.4%	-	-	31.9%	17.9%	-	-	32.3%	17.9%	-	-	32.5%	17.9%	-	-	33.4%	17.9%
	% Bicycle Facility SHS Coverage	FDOT/ALDOT	-	-	18.9%	15.4%	-	-	22.4%	37.8%	-	-	24.0%	37.8%	-	-	26.6%	38.1%	-	-	28.0%	38.1%
	Passengers per Revenue Mile (reporting unit is Escambia Area Transit [ECAT] and Baldwin Regional Area Transit [BRATS])	FTA National Transit Database (NTD)	-	-	1.01	-	-	0.67	0.96	-	-	0.51	0.93	-	-	0.44	0.91	-	-	-	-	-
Improve Safety	Serious Injury Rates per Annual 100 MVMT	FDOT Crash Analysis Reporting (CAR)	-	-	8.731	10.092	-	-	7.607	6.371	-	-	9.536	5.087	-	-	6.822	5.301	-	-	-	-
	Fatality Rates per Annual 100 MVMT	FDOT Crash Analysis Reporting (CAR)	-	-	1.412	0.913	-	-	1.291	0.609	-	-	1.426	0.863	-	-	1.914	1.213	-	-	-	-
Encourage Active Transportation Modes	% Population within 1 mile of Bicycle Facilities	FDOT/ALDOT	-	-	77.7%	69.1%	-	-	85.0%	87.3%	-	-	82.6%	87.1%	-	-	83.3%	86.9%	-	-	-	-
Provide Reliable and Efficient Transportation Options	Percent of facilities with LOS D, E, or F	FDOT LOS Tables	21%	17%	23%	15%	21%	17%	23%	5%	22%	17%	24%	6%	23%	33%	25%	7%	25%	33%	26%	7%
System Preservation	# of Resurfacing Projects in TIP / Total Projects in TIP	FDOT Transportation Improvement Program (TIP)	17.5%	0.0%	13.0%	4.5%	13.9%	1.9%	9.5%	2.5%	9.2%	0.7%	7.2%	1.3%	8.0%	1.2%	3.7%	3.1%	6.7%	0.7%	2.2%	3.7%

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). However, at a planning level, ECRC has been assisting local governments and agencies with ADA compliance. For example, ECRC partnered with the FL-AL TPO and Escambia County Area Transit (ECAT) to develop an ADA Bus Stop Accessibility plan (September 2019). Contained in the report are the regulations pertaining to accessibility compliance at bus stops, research methodology, summary statistics on accessibility compliance, recommendations for how to fix incompliant bus stops, and cost estimates for the changes needed to bring the system into compliance. The study identified issues into Category bins to help ECAT manage the recommendations, where Category 1 represented a fully-ADA compliant bus stop, and a Category 6 represented one or more problems that would require additional right-of-way to solve. The majority of the stops (88%) had at least one or two ADA issues (Category 2 and 3) that could be readily resolved, such as a non-compliant sign or bench, or non-compliant boarding and alighting area, slope, or other clearance issue. ECAT is currently working to implement the recommendations of the report. **Figure 29** shows representative Category 3 issues (two or more issues) with non-compliant signs and/or benches.

Figure 29. ECAT ADA Study Representative Findings



6.4.6 Multi Modal Feasibility

In development of this Long-Range Transportation Plan, the FL-AL TPO has considered both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. The Strategic Intermodal System (SIS) network of projects addresses linkages between surface transportation and other modes such as the Port of Pensacola and connection to the Airport and military facilities. SIS projects are included in the Needs Plan to address these linkages. Outside of the SIS network, additional projects were incorporated through Steering Committee involvement to address more localized improvements. Where improvements for turn lanes and other Transportation System Management (TSM) options were more appropriate, 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 11 transit projects and 88 bicycle / pedestrian projects. In a new emphasis area, this Long-Range Transportation Plan also identifies 36 Corridor / Complete Streets projects.

6.4.7 Mobility on Demand / Emerging Technology

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:

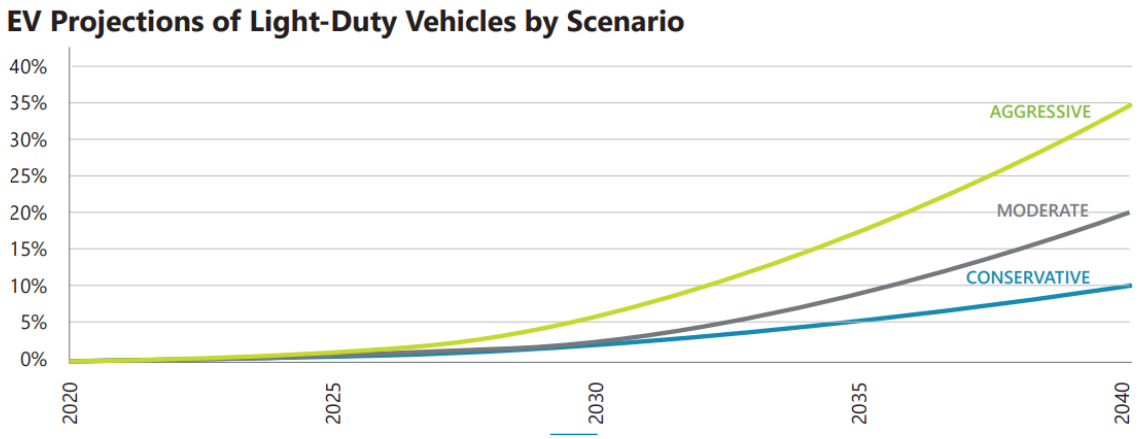
- Automated vehicles (AVs), which use an on-board sensor suite to interpret their environment and control some or all driving inputs.
- Connected vehicles (CVs), which radio units to exchange data with each other and the surrounding infrastructure.
- Mobility as a Service (MaaS), which describes the integration of public and private transport services to provide an alternative to personally owned vehicle.

There has been a great deal of buzz 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.

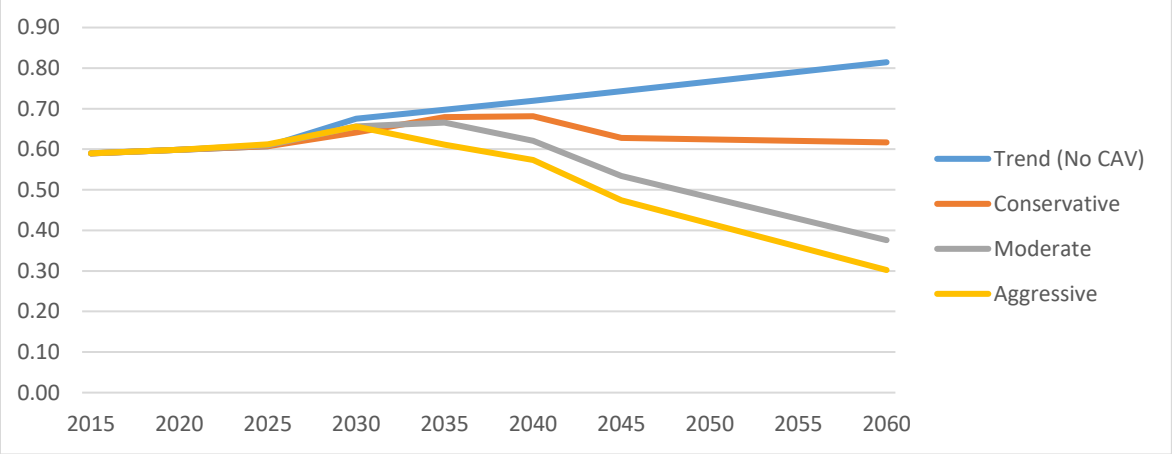
For the purposes of planning, a moderate adoption rate is assumed for passenger vehicles. **Figure 30** shows scenarios for adoption rates from FDOT.[18] A Moderate adoption rate is assumed for this Long-Range Plan.

Figure 30. 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 31**.

Figure 31. Potential Impact of Connected Vehicles on Volume-to-Capacity Ratios



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

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 25% indicating that emerging technologies may be able to reduce broad needs for capacity improvements (**Figure 32**).

Figure 32. Effect of Emerging Technology Implementation on FL-AL Needs Plan Projects



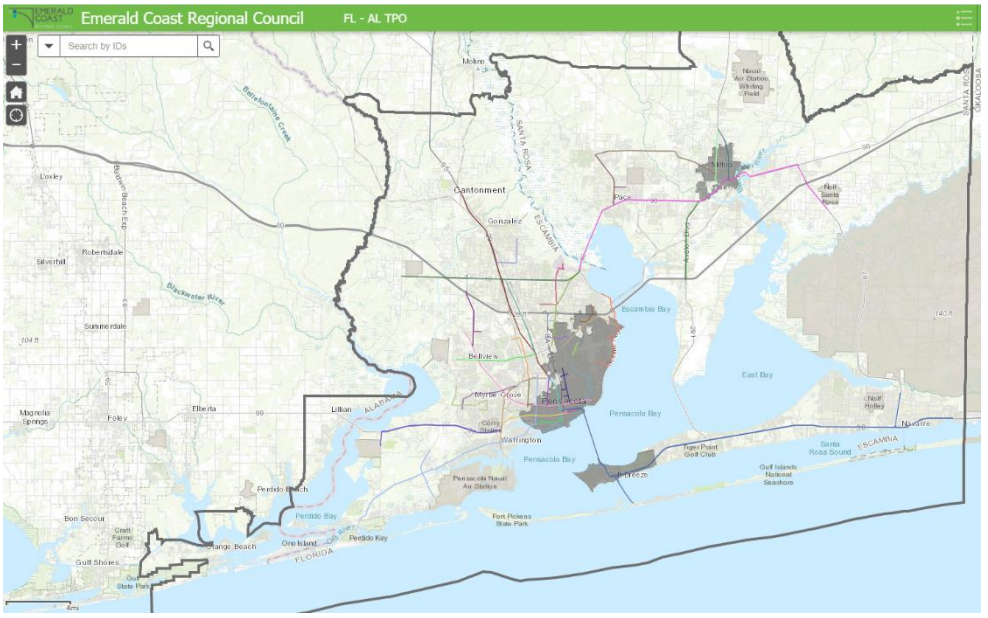
In development of the draft Needs Plan, a project was recommended by ECRC staff for an autonomous bus route connecting to the main campus at the University of West Florida (UWF). However, through Steering Committee review, and review of the UWF Campus Master Plan, and coordination with the UWF representative on the Steering Committee, it was decided by UWF to not include that project as a 2045 Need at this time. Likewise, discussion was brought to the Steering Committee to include projects for electric vehicle charging stations. Because specific locations were not determined, it was decided not to carry forward in the Needs Plan specific electric vehicle charging station projects. However, this remains as a need that should continue to be addressed by local governments where applicable.

Within the FL-AL TPO, implementation of the Advanced Traffic Management System (ATMS) remains a top priority. The importance of interlocal government coordination has been emphasized by the ECRC which led an effort to establish a Memorandum of Agreement among the local governments: FL-AL TPO as the Lead Agency, together with Escambia County, Santa Rosa County, Pensacola, Milton, and Gulf Breeze as Participating Agencies.

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

This Long-Range Transportation Plan continues to include ATMS implementation as a need and in the Cost Feasible Plan. ATMS projects are mapped in the on-line GIS tool and shown in **Figure 33**.

Figure 33. Advanced Traffic Management System (ATMS) Network



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.[19] The following statements are referenced from that report:

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

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

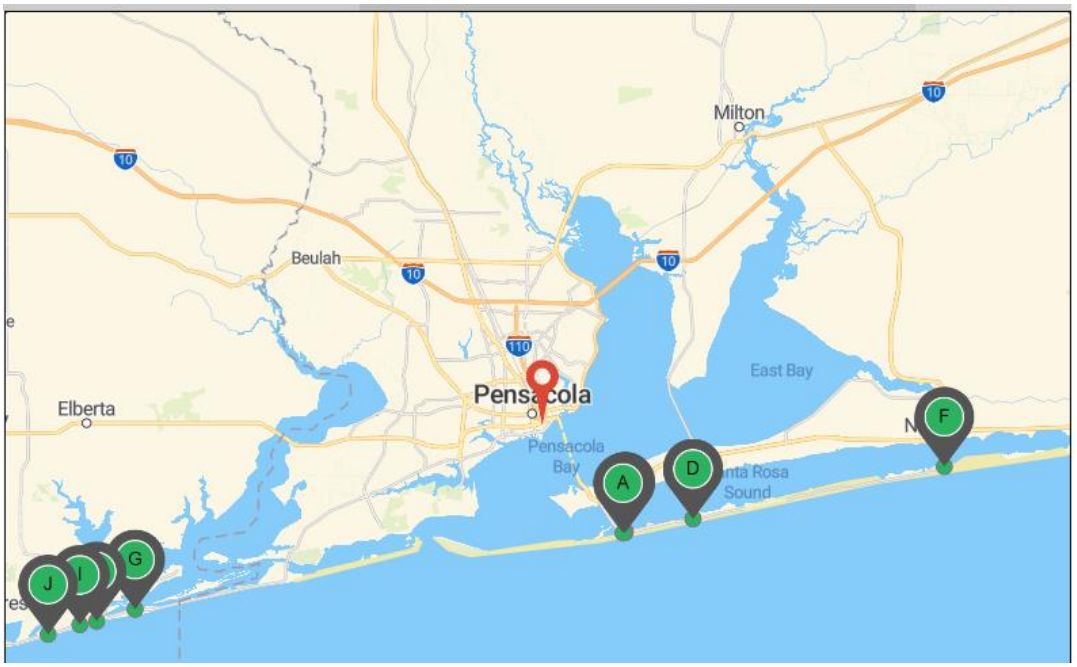
- *There are over 60,000 light-duty EVs registered in Florida, and most of them are within a few miles from one of our coasts. The light-duty EV population grew by an average of 1600 vehicles per month in 2019, an adoption rate 32 percent higher than 2018, and more than four times the monthly adoption rate of 2017; the rate of adoption will continue to increase, bringing more urgency to addressing these issues. The acceptance and growth of electric vehicles continues to accelerate in Florida, and reliable, high-speed EV charging facilities are needed to support the evacuation of owners during an emergency.*

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

There are currently limited locations within the FL-AL TPO area to accommodate electric vehicle charging. However, options along I-10 are needed. For example, the nearest Tesla charging location is in DeFuniak Springs in Walton County. As presented in the FDOT *Electric Vehicle (EV) Infrastructure Master Plan Status Report* (December 2020),[20] opportunities exist for more Tesla and electric vehicle charging stations within the FL-AL TPO. The Florida Department of Environmental Protection (FDEP) periodically offers local governments competitive grant funding to electric vehicle charging infrastructure focusing on I-10, I-95, I-75, and I-4. FDEP intends to fund approximately 32 charging station sites along these evacuation corridors.

Figure 34 shows locations of known electric vehicle charging stations for Tesla connectors. Data is from the US Department of Energy, Office of Energy Efficiency and Renewable Energy, Alternative Fuels Data Center.[21] **Figure 35** shows location of known electric vehicle charging stations *for all types of connectors* showing more options within the FL-AL TPO area, but these are typically individual spaces located at hotels or places of business, and are generally not suitable for accommodating a growing electric vehicle charging infrastructure. Both maps indicate a need for additional stations along the I-10 corridor, as shown in **Figure 36** from the FDOT *EV Infrastructure Master Plan Status Report* (December 2020). Additional consideration should also be provided to electric vehicle charging for trucks.

Figure 34. Electric Vehicle Charging Locations (Tesla Connectors)



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

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

Figure 35. Electric Vehicle Charging Locations (All Connectors)

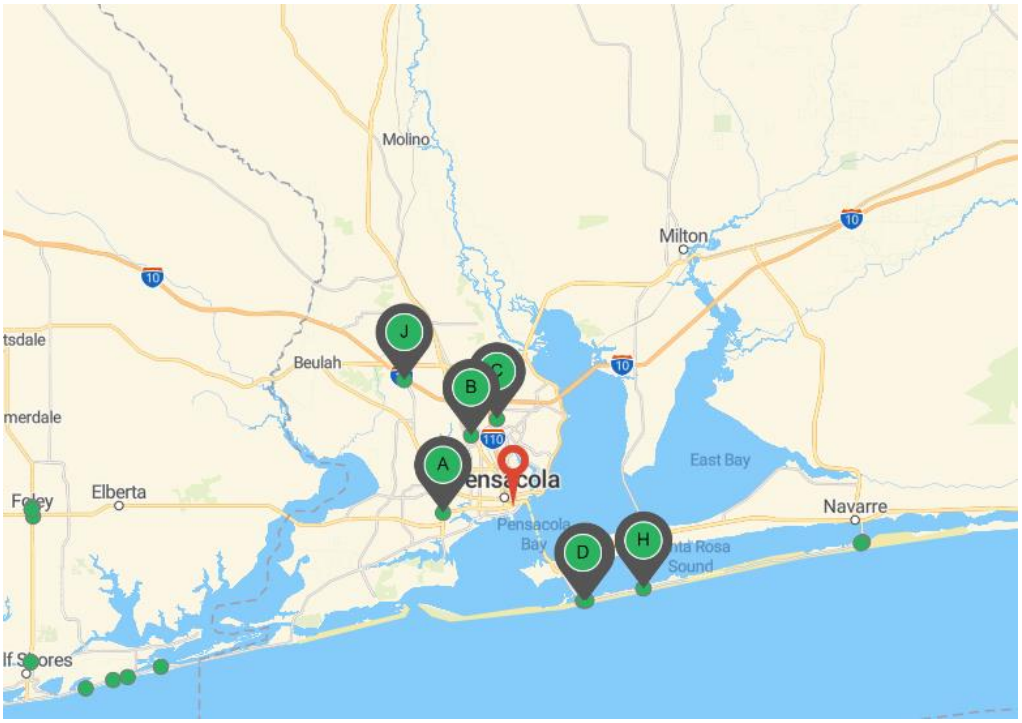
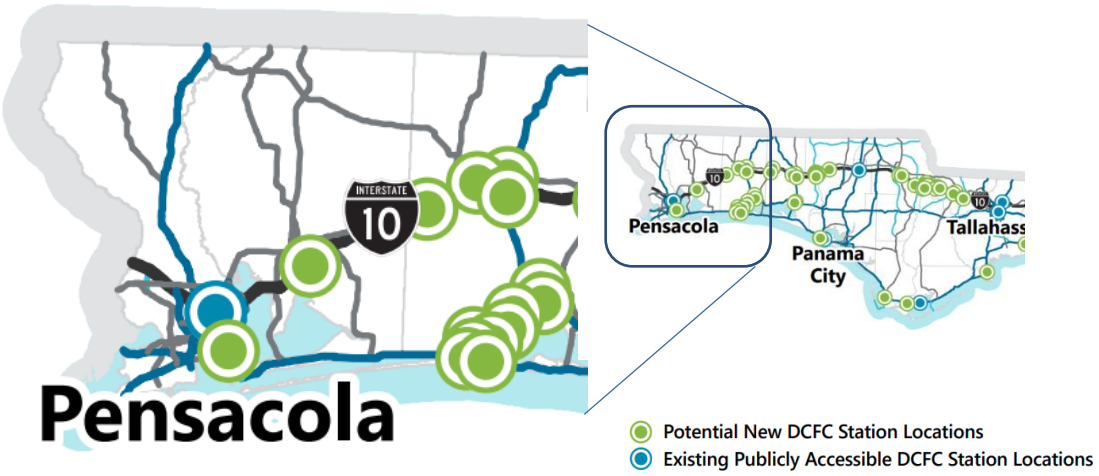


Figure 36. Potential Locations for Direct Current Fast Charging (DCFC) Stations



In addition to the ATMS implementation and future development of the electric vehicle charging network discussed above, there are other actions shown in **Figure 37** 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).22

Figure 37. ACES Supportive Projects



22 https://www.fdot.gov/planning/policy/metrosupport

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 30** and incorporated into this Long-Range Transportation Plan for the FL-AL TPO as policy to guide local governments and the ECRC.

Table 30. Recommendations to Embrace Emerging Technologies

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

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

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

6.4.8 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: City of Orange Beach Community Preservation and Growth Management Plan, Comprehensive Economic Development Strategy, Florida Greenways and Trails System Plan, South Santa Rosa Bicycle-Pedestrian Plan, Pensacola Beach Master Plan, and Milton / Bagdad Riverfront Master Plan. In response, Objective F.5 was specifically modified to incorporate ecotourism, and Objective E.4 was retained to recognize the transportation linkage with tourism destinations. In addition, a representation of the Steering Committee included the Pensacola International Airport. Projects that directly relate to travel and tourism that are incorporated in the Needs Plan include:

- Pensacola Beach Roundabouts on SR 399 (Via de Luna Dr.) and Fort Pickens Rd. & Casino Beach access road
- Fort Pickens Road to Gulf Islands National Seashore boundary
- SR 399 (Gulf Boulevard) from Navarre Bridge to Gulf Islands National Seashore boundary
- CR 191 (Munson Highway) from Milton to the TPO Boundary (leading to Blackwater River State Forest)
- SR 87 to TPO Boundary and State Line (connecting through Blackwater River State Forest)
- AL Cross Island Connector (Foley Beach Extension) from SR 180 (Canal Rd.) to SR 182 (Perdido Beach Blvd.)
- Waterways North Project from North of CR 4 (Cotton Creek Drive) to Foley Beach Express
- Waterways South Project from SR 180 (Canal Road) to North of CR 4 (Cotton Creek Drive).

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

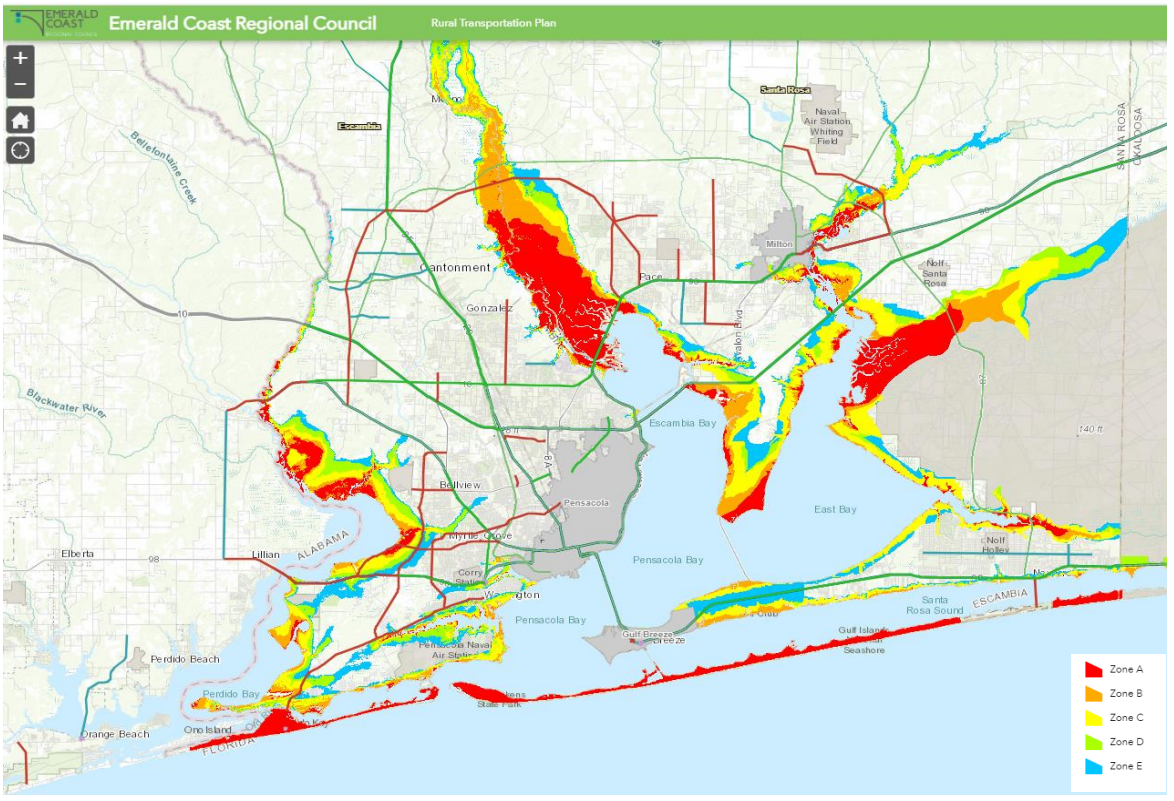
6.4.9 Natural Disaster Risk Reduction and Resiliency

Natural disaster risk reduction considerations were incorporated through reviewing state and local planning documents to incorporate risk reduction needs development of the Goals and Objectives. For example, the following Plans were reviewed that provide direct linkage to consideration of natural disaster risk reduction in transportation planning: Florida Transportation Plan, Alabama Strategic Highway Safety Plan, Comprehensive Economic Development Strategy, and the local Comprehensive Plans. In response, Objective A.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 with the 2045 Needs Plan projects (**Figure 38**). Similar zones for the City of Orange Beach, Alabama are provided in the March 2020 City of Orange Beach Community Preservation and Growth Management Plan.

The following projects directly address risk reduction and resiliency by improving evacuation corridors in coastal high hazard areas and improving linkages to the military installations critical to the region's economic stability and growth:

- Pensacola Beach Roundabouts on SR 399 (Via de Luna Drive) and Fort Pickens Road & Casino Beach access road, improving traffic flow to move on the barrier island
- Complete Streets projects on Pensacola Beach and Navarre Beach
- Express transit routes connecting Escambia and Santa Rosa Counties
- SR 292 (Sorrento Road / Gulf Beach Highway), multiple segments
- SR 173 (Blue Angel Parkway); multiple segments, direct access to Naval Air Station Pensacola
- SR 298 and US 98 (Lillian Highway); multiple segments including bridge over Perdido Bay to Alabama
- US 90; multiple segments, connecting AL to Escambia County, to Santa Rosa County providing alternate east-west corridor to I-10 and US 98
- US 29 Connector / Quintette Road; multiple segments, providing northern route connecting Escambia County growth intense area to Santa Rosa County without reliance on US 90 or I-10.
- US 98; multiple segments, providing alternate east-west connection in Santa Rosa County to Eglin Air Force Base and coastal communities
- I-10 capacity improvements
- SR 87; multiple segments, providing alternate route around Milton and the Blackwater River to NAS Whiting Field
- US 29; multiple segments, providing north-south connection through Escambia County to state line
- SR 87; multiple segments, providing north-south connection through Santa Rosa County to state line
- Wolf Bay Bridge; multiple segments, proving alternate connection to Orange Beach
- Waterways North Project from North of CR 4 (Cotton Creek Drive) to Foley Beach Express
- Waterways South Project from SR 180 (Canal Road) to North of CR 4 (Cotton Creek Drive).

Figure 38. Evacuation Zones and 2045 Needs Plan Projects



In response to planning for resiliency and climate change as a previously-identified emerging issue by FHWA in 2012, the City of Pensacola completed a *Climate Action Recommendations* task force report (2018).[23] One of the goals of the report was to:

> *Advance adaptation and mitigation strategies to enhance the City's and regional resilience and preparedness for withstanding the likely adverse effects of climate change, including flooding resulting from heavy precipitation, rising sea levels, intense hurricanes, heat waves, and other extreme weather events.*

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

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

- The City of Pensacola shall continue to seek to diversify fuel options for public transit and fleet vehicles, expand infrastructure for charging electric and hybrid electric vehicles and incentivize parking for alternative fuel vehicles. Adopt a policy that discourages expansion of roadways that add more lanes to grow capacity. Focus on the maintenance and the improvements of "vital streets" or existing roads where appropriate. Evaluate the adoption of a complete streets concept, looking at street design from a pedestrian/biking perspective as well as the importance of traffic calming. Any new road project would need to meet the following criterion before approval: Roadway will serve as a connector between areas to reduce driving miles, consequently decreasing carbon footprint and emissions.
- The City of Pensacola shall review and support new city codes that help to create more bicycle and pedestrian-friendly infrastructure for our communities.

[23] https://www.cityofpensacola.com/DocumentCenter/View/15491/Climate-Mitigation-and-Adaptation-Task-Force-Report-PDF

7 Cost Feasible Plan

7.1 Introduction

The final 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 TPO. As a result, these needs must be reduced with the goal of a Cost Feasible Plan that is consistent with state and federal regulations and meets the needs of the public, stakeholders, and the TPO Board. The development of the Cost Feasible Plan for the Florida-Alabama TPO requires an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. The purpose of this Cost Feasible Plan is to demonstrate how the adopted transportation plan can be implemented while matching the public and private financial resources reasonably expected to be available to implement the cost feasible plan. This purpose is consistent with MAP-21 requirements for the development of LRTPs, which requires that transportation plans developed for urbanized areas be financially constrained, and that the Cost Feasible Plan be in "Year of Expenditure" (YOE) dollars.

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

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

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

7.2 Development of Cost Feasible Plan

The 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. Four revenue sources were considered for the 2045 Long-Range Transportation Plan: Strategic Intermodal System (SIS), Non-SIS, Alabama, and Local. The TPO has the most control over the Non-SIS revenues. As a result, three 2045 Cost Feasible Plan alternatives were developed with the intention of hybrid alternative being recommend for approval. The three Non-SIS Alternatives are as follows: (1) Existing Project Priorities; (2) Evaluation Criteria; and (3) Multi-Modal. The Existing Project Priorities Alternative was based on the current TPO's projects priorities for capacity projects. The Evaluation Criteria Alternative was based on the approved ranked criteria for road capacity projects. A separate report exists for the Evaluation Criteria process and development and is discussed in Section 4 of this report. The Multi-Modal Alternative included capacity projects as well as express bus service, sidewalks and paved shoulders, Regional Trail Program, and the Corridor Management/Complete Streets Program. The projects for the three Non-SIS Alternatives are discussed in the sections below.

7.2.1 Scenario 1: Priorities (Non SIS)

The development of the Priorities scenario is based on the FY22-26 Priorities, adopted September 2020, 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 $51M in box funds and provides full right-of-way and construction funding for 12 projects focusing on six corridors: Pine Forest Road, Nine Mile Road, Beulah Road / US 29 Connector, Burgess Road, Gulf Beach Highway / Sorrento Road, and US 90. Scenario 1 (Priorities) is shown in **Table 31**, and **Figure 39**.

Table 31. 2045 Draft Cost Feasible Plan Scenario 1 Priorities (Non-SIS)

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
1	n/a	Regional ITS Plan Projects				Multi	NA	$65,500,000
2	n/a	Corridor Management Complete Streets			Corridor Management / Complete Streets Studies $300,000 Annually	Multi	NA	$3,000,000
3	n/a	Corridor Management Complete Streets			Corridor Management / Complete Streets Projects $1,500,000 Annually	Multi	NA	$30,000,000
4	n/a	Public Transportation Capital Improvements			$300,000 Per year	Multi	NA	$6,000,000
5	n/a	Bike/Ped Improvements			$350,000 Per year	Multi	NA	$7,000,000
6	PD&E TIP / PE not funded	Pine Forest Rd 441056-2	I-10	CR 297A	Widen to 4 Lanes	Escambia	$4,255,298	$9,787,187
7	n/a	Regional Trail			$250,000 per year	Multi	NA	$5,000,000
8	PD&E unfunded PE unfunded	US 90A (W. Nine Mile Road) 218605-5	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes	Escambia	$16,990,571	$39,078,314
9	PD&E complete PE complete	Burgess Road 218429-1	US 29	Hilburn Road	Widen to 4 Lanes	Escambia	$0	$17,010,171
10	PD&E funded Esc Co / PE unfunded	US 29 Connector 433113-2 433113-3	Mobile Highway	US 29	Widen to 4 Lanes	Escambia	$29,343,890	$67,490,947
11	PD&E complete / PE funded TIP	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes	Santa Rosa	$5,704,915	$13,121,304
12	PD&E complete / PE underway	US 90 (Caroline Street) 440915-1	Glover Lane Old US 90	SR 87N Stewart St.	Widen to 6 Lanes	Santa Rosa	$3,846,993	$8,848,084
13	PD&E complete / PE underway	US 90 440915-3	CR 89/ Ward Basin Rd.	SR 87S	Widen to 4 Lanes	Santa Rosa	$5,655,685	$26,016,151

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
14	PD&E complete / PE unfunded	US 90 220436-3 (Segment 2)	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes	Santa Rosa	$0	$65,700,000
15	PD&E complete / PE unfunded	US 90 220436-3 (Segment 3)	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	Santa Rosa	$4,000,000	$30,700,000
16	PD&E complete / PE unfunded	US 90 220436-3 (Segment 4)	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes	Santa Rosa	$52,300,000	$50,500,000
17	PD&E complete / PE unfunded	US 90 220436-3 (Segment 5)	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes	Santa Rosa	$34,900,000	$54,600,000
18	PD&E underway / PE unfunded TIP	SR 292 Gulf Beach Highway 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes	Escambia	$17,793,432	$37,628,114
19	PD&E complete / PE unfunded TIP	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes	Escambia	$31,632,768	$66,894,425
20	PD&E on hold / PE unfunded TIP	SR 292 (Sorrento Road) 421011-2	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	Escambia	$36,680,696	$42,182,800
21	30% Design until more funding	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement	Escambia	$10,000,000	$23,000,000
22	PD&E unfunded / Design unfunded	SR 727 Fairfield Drive 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes	Escambia	$21,228,292	$24,412,536
23	PD&E complete / PE unfunded	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes	Escambia	$8,300,000	$17,400,000
24	PD&E unfunded / PE unfunded	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity	Santa Rosa	$20,839,917	$47,931,809

Project Priority	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
25	PD&E unfunded / PE unfunded	CR 184A Berryhill Road	Woodbine Road	West Spencer Field Road	Widen to 4 Lanes	Santa Rosa	$7,208,318	$16,579,131

	ROW	CST/CEI
Sub Totals	$206,423,552	$536,980,273
Total (R/W and Construction)	743,403,825	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	$763,250,000	
Difference	19,846,175	
Total (PD&E and Design)	$84,219,929	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045)	$152,650,000	
Difference	$68,430,071	

Phase Not Funded in Draft 2045 Cost Feasible Plan

Phase Funded in Draft 2045 Cost Feasible Plan

Figure 39. 2045 Draft Cost Feasible Plan Scenario 1 Priorities (Non-SIS)



7.2.2 Scenario 2: Evaluation Criteria (Non SIS)

The development of the Evaluation Criteria scenario is based on the adopted Evaluation Criteria. The Evaluation Criteria were applied to all Needs Plan 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 $46M in box funds (not funding the Regional Trails) and provides full right-of-way and construction funding for 14 projects focusing on the following corridors: Sorrento Road / Gulf Beach Highway, US 98 / Lillian Highway, US 90 / Mobile Highway, US 90 / Cervantes; and the intersections at US 98 / Navy Boulevard, and 9th Avenue / Langley / Tippin. The Evaluation Criteria application showed overall good agreement with the Priorities: eight of the same projects from the Priorities scenario could be fully funded, however, an additional six projects were added for consideration based on their ranking from the Evaluation Criteria. Projects such as SR 292 (Sorrento Road) from Innerarity Point Road to Blue Angel Parkway; the US 90 Cervantes Road Diet were added in this scenario. Scenario 2 (Evaluation Criteria) is shown in **Table 32**, and **Figure 40**.

Table 32. 2045 Draft Cost Feasible Plan Scenario 2 Evaluation Criteria (Non-SIS)

Project	Evaluation Score	Project Name	From	To	Improvement	County	ROW	CST/CEI
1	n/a	Regional ITS Plan Projects				Multi	NA	$65,500,000
2	n/a	Corridor Management Complete Streets	Corridor Management / Complete Streets Studies $300,000 Annually			Multi	NA	$3,000,000
3	n/a	Corridor Management Complete Streets	Corridor Management / Complete Streets Projects $1,500,000 Annually			Multi	NA	$30,000,000
4	n/a	Public Transportation Capital Improvements	$300,000 Per year			Multi	NA	$6,000,000
5	n/a	Bike/Ped Improvements	$350,000 Per year			Multi	NA	$7,000,000
6	n/a	Regional Trail	$250,000 per year			Multi	NA	$5,000,000
7	287.5	SR 292 (Sorrento Road)	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity	Escambia	$36,680,696	$42,182,800
8	280	SR 292 (Gulf Beach Hwy.)	SR 727 (S. Fairfield Dr.)	SR 295 (Navy Blvd.)	Provide 4 Lanes of Capacity	Escambia	$17,793,432	$37,628,114
9	277.5	US 90	Glover Lane	SR 87 N (Stewart Street)	Provide 6 Lanes of Capacity	Santa Rosa	$3,846,993	$8,848,084
10	265	US 98 (Lillian Hwy)	East end of Lillian Bridge	CR 297 (Dog Track Road) / US 98 (Lillian Hwy.)	Provide 4 Lanes of Capacity	Escambia	$8,151,041	$18,747,395
11	262.5	US 90 (W. Cervantes St.)	Dominques St.	A Street	Road Diet	Escambia	0	$12,650,000
12	260	US 90 (Mobile Hwy)	SR 295 (New Warrington Rd.)	SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity	Escambia	$7,369,386	$16,949,587

Project	Evaluation Score	Project Name	From	To	Improvement	County	ROW	CST/CEI
13	260	US 90	Simpson River Bridge	Third Avenue	Provide 6 Lanes of Capacity	Santa Rosa	$4,000,000	$30,700,000
14	257.5	US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity	Santa Rosa	$5,704,915	$13,121,304
15	245	US 90	Third Avenue	CR 197A Bell Lane	Provide 6 Lanes of Capacity	Santa Rosa	$52,300,000	$50,500,000
16	242.5	SR 289 (Ninth Avenue)/Langley/Tippin			Major Intersection Improvement	Escambia	$10,000,000	$23,000,000
17	237.5	SR 292 (Sorrento Rd / Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Provide 4 Lanes of Capacity	Escambia	$31,632,768	$66,894,425
18	237.5	US 90 (Caroline Street)	CR 89 (Ward Basin Road)	SR 87S	Provide 4 Lanes of Capacity	Santa Rosa	$5,655,685	$26,016,151
19	235	US 90	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Provide 6 Lanes of Capacity	Santa Rosa	$0	$65,700,000
20	230	US 98	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr.)	Provide 6 Lanes of Capacity	Escambia	$4,354,025	$10,014,258
21	230	US 90	CR 197A Bell Lane	Glover Lane	Provide 6 Lanes of Capacity	Santa Rosa	$34,900,000	$54,600,000
22	230	US 98 at SR 295 (Navy Blvd)	US 98 at SR 295 (Navy Blvd.)	US 98 at SR 295 (Navy Blvd.)	Intersection Improvement	Escambia	$1,463,016	$3,364,938
23	225	US 98	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy.)	SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity	Escambia	$6,878,415	$15,820,354
24	225	SR 295 (N. New Warrington Rd)	US 98	US 90 (Mobile Hwy)	Provide 6 Lanes of Capacity	Escambia	$5,635,519	$12,961,693
Sub Totals							**$222,388,941**	**$534,452,119**
Total							**$756,841,059**	
Available funds (Non-SIS + TMA / SU Funds 2026-2045)							$763,250,000	
Difference							$6,408,941	

Phase Not Funded in Draft 2045 Cost Feasible Plan

Phase Funded in Draft 2045 Cost Feasible Plan

Figure 40. 2045 Draft Cost Feasible Plan Scenario 2 Evaluation Criteria (Non-SIS)



7.2.3 Scenario 3: Multi Modal (Non SIS)

The development of the Multi-Modal scenario is based on prioritizing express transit routes from the Needs Plan, and giving added emphasis to the box funds. This scenario allocates $57M in box funds (increasing allocations for public transportation capital improvements, bike / ped improvements, and funding trail improvements), and funds the express transit projects. Capacity projects were added based on their potential for multi-modal connectivity such as the US 90 corridor linking Escambia County to Santa Rosa County; adding the truck parking project; Perdido Key, East Bay Boulevard, and Pensacola Beach roundabouts; SR 87 Connector; Saufley Field Road segments; Navarre Community Access Road, Panhandle Trail Drive, and Navarre Bridge Realignment. Scenario 3 (Multi-Modal) is shown in **Table 33**, and **Figure 41**.

Table 33. 2045 Draft Cost Feasible Plan Scenario 3 Multi-Modal (Non-SIS)

Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
1	Regional ITS Plan Projects				Multi	NA	$65,500,000
2	Corridor Management Complete Streets			Corridor Management / Complete Streets Studies $300,000 Annually	Multi	NA	$3,000,000
3	Corridor Management Complete Streets			Corridor Management / Complete Streets Projects $1,500,000 Annually	Multi	NA	$30,000,000
4	Public Transportation Capital Improvements			$450,000 Per year	Multi	NA	$9,000,000
5	Bike/Ped Improvements			$450,000 Per year	Multi	NA	$9,000,000
6	Regional Trail			$300,000 per year	Multi	NA	$6,000,000
7	Express Bus - East	Downtown Pensacola	SR 281 & SR 87 via I-10	Peak Hour Bus Service	Multi	NA	$1,448,559
8	Express Bus - Southeast	Downtown Pensacola	Garcon Point & Navarre via US 98	Peak Hour Bus Service	Multi	NA	$1,448,559
9	Express Bus - Northwest	Downtown Pensacola	Nine Mile Road via I-10	Peak Hour Bus Service	Escambia	NA	$1,448,559
10	Express Bus - Southwest	Downtown Pensacola	Lillian, AL via US 98	Peak Hour Bus Service	Multi	NA	$1,448,559
11	Express Bus - Northeast	Downtown Pensacola	Milton via US 90	Peak Hour Bus Service	Multi	NA	$1,448,559
12	Express Bus - Navarre East (Pensacola, US 90 / SR 87 / Hurlburt Field)	Navarre	Hurlburt Field (Okaloosa County)	Peak Hour Bus Service	Multi	NA	$1,448,559

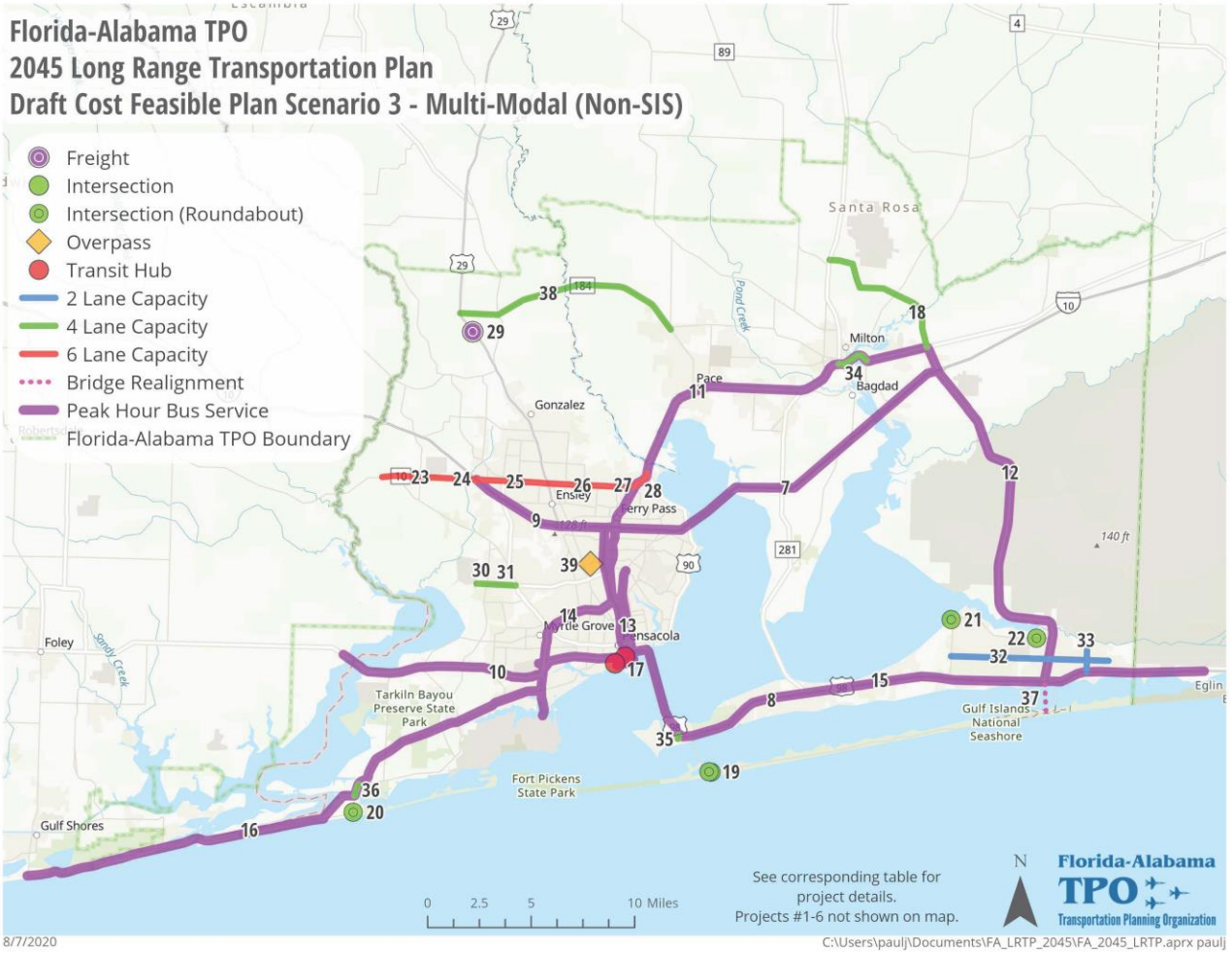
Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
13	Express Bus - Downtown	Cordova Mall	Downtown Pensacola	Peak Hour Bus Service	Escambia	NA	$1,448,559
14	Express Bus - NAS Transit	Multiple	NAS Pensacola, Corry Station	Peak Hour Bus Service	Escambia	NA	$1,448,559
15	Express Bus - Pensacola / US 98 / Hurlburt Field	Multiple	Hurlburt Field (Okaloosa County)	Peak Hour Bus Service	Multi	NA	$1,448,559
16	Express Bus (Seasonal) - Orange Beach / Gulf Shores	Multiple	Perdido Key / Orange Beach / Gulf Shores	Peak Hour Bus Service	Multi	NA	$1,272,691
17	Downtown Pensacola Transit & ECAT Hubs	Downtown Pensacola - Per CRA Plan	Downtown Pensacola - Per CRA Plan	Peak Hour Bus Service	Escambia	NA	$1,448,559
18	SR 87 Connector	US 90	SR 87N	New 4-lane capacity corridor for SR 87 Connector	Santa Rosa	$10,267,991	$41,071,963
19	Pensacola Beach Roundabouts (two)	SR 399 (Via de Luna Drive)	Ft Pickens Rd & Casino Beach access road	Intersection Improvement (Roundabout)	Escambia	$7,500,000	$17,250,000
20	Perdido Key Dr and Johnson Beach Rd	Perdido Key Drive	Johnson Beach Road	Intersection Improvement (Roundabout)	Escambia	$250,000	$575,000
21	CR 399 (East Bay Boulevard)	Edgewood Drive		Intersection Improvement (Roundabout)	Santa Rosa	$1,312,500	$2,012,500
22	CR 399 (East Bay Boulevard)	Andorra Street		Intersection Improvement (Roundabout)	Santa Rosa	$1,312,500	$2,012,500
23	US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Provide 6 Lanes of Capacity	Escambia	$5,237,599	$12,046,477
24	US 90A (W. Nine Mile Road)	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity	Escambia	$11,752,973	$27,031,837
25	US 90A (W. Nine Mile Road)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Provide 6 Lanes of Capacity	Escambia	$6,339,119	$14,579,973
26	US 90A (E. Nine Mile Road)	US 29 (SR 95)	University Parkway	Provide 6 Lanes of Capacity	Escambia	$14,575,041	$22,348,395

Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
27	US 90A (E. Nine Mile Road)	University Parkway	SR 291 (Davis Highway)	Provide 6 Lanes of Capacity	Escambia	$5,230,315	$8,019,816
28	US 90A (E. Nine Mile Road)	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Provide 6 Lanes of Capacity	Escambia	$2,363,481	$3,624,005
29	Truck Parking	FDOT truck weigh station on US 29 near Pinoak Ln			Escambia	$193,233	$444,436
30	SR 296 (Saufley Field Rd)	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Provide 4 Lanes of Capacity and access improvements to Saufley Field	Escambia	$1,826,107	$4,200,047
31	SR 296 (Saufley Field Road)	US 90 (Mobile Hwy.)	SR 173 (N. Blue Angel Parkway)	Provide 4 Lanes of Capacity	Escambia	$5,003,370	$11,507,750
32	Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Provide 2 Lanes of New Capacity	Santa Rosa	$20,839,917	$47,931,810
33	Panhandle Trail Drive	US 98	East River Drive	Enhanced 2 Lane Facility	Santa Rosa	$1,216,330	$2,797,559
34	US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity	Santa Rosa	$5,704,915	$13,121,304
35	Daniel Street	Shoreline Drive	US 98 (Gulf Breeze Pkwy)	Provide 4 Lanes of Capacity	Santa Rosa	$342,878	$1,577,240
36	SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Provide 4 Lanes of Capacity and Bridge Replacement	Escambia	$20,000,000	$46,000,000
37	Navarre Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Bridge Realignment	Santa Rosa	$35,000,000	$80,500,000
38	US 29 Connector East Bypass / CR 184 Quintette Rd	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	Provide 4 Lanes of Capacity	Multi	$28,585,715	$65,747,144
39	SR 750 (Airport Boulevard) at RR Crossing			Railroad Overpass	Escambia	$3,500,000	$8,050,000

Project	Project Name	From	To	Improvement	County	ROW	CST/CEI
Sub Totals						$ 188,353,982	$ 570,708,037
Total						$759,062,019	
Available funds (Non-SIS + TMA / SU Funds 2026-2045)						$763,250,000	
Difference						$4,187,981	

Phase Funded in Draft 2045 Cost Feasible Plan

Figure 41. 2045 Draft Cost Feasible Plan Scenario 3 Multi-Modal (Non-SIS)



7.2.4 Scenario 4: Hybrid as Presented to TPO

A hybrid scenario, based on the three scenarios above, was developed based on feedback from the Steering Committee, for presentation to the TPO, including the Alabama projects. This scenario allocates $50M in box funds and fully funded right-of-way and construction for 14 projects focusing on the project priorities. Additional projects from the other two scenarios were partially retained for PD&E and Design funding where possible such as Langley Avenue at Tippin and Ninth; Navarre Community Access Road, Berryhill Road, Chumuckla Highway, Cervantes Road Diet, and Davis Highway / Martin Luther King Two-Way Conversion. Other changes in this scenario include:

- $7,028,766 million left over in FY 2026 to FY 2045 after including ATMS in the TIP years for two years and the previous surplus
- Removed $6M from Public Transportation Capital Improvements
- Add CST / CEI phase for Cervantes Road Diet $12,650,000.

The projects in this scenario are shown in **Table 34**, and **Figure 42**. Changes are identified in **Table 34** by way of highlighted and strikeout / underline font to assist the TPO in their consideration.

Table 34. 2045 Draft Cost Feasible Plan Scenario 4 Hybrid (Non-SIS)

Number for Map	PD&E / Design Status	Project Name	From	To	Improvement	County	Project Type	Draft Scenario	ROW	CST/CEI
1	n/a	Regional ITS Plan Projects				Multi	Capacity	Priority 1	NA	~~$65,500,000~~ $58,817,929
2	n/a	Corridor Management Complete Streets			Corridor Management / Complete Streets **Studies** $150,000 Annually	Multi	Complete Streets	Priority 2	NA	$3,000,000
3	n/a	Corridor Management Complete Streets			Corridor Management / Complete Streets **Projects** $1,500,000 Annually	Multi	Complete Streets	Priority 3	NA	$30,000,000
4	n/a	Public Transportation Capital Improvements			$300,000 Per year	Multi	Transit	Priority 4	NA	~~$6,000,000~~ $0
5	n/a	Bike/Ped Improvements			$350,000 Per year	Multi	Bike / Ped	Priority Scenario	NA	$7,000,000
6	PD&E TIP / PE not funded	Pine Forest Rd 441056-2	I-10	CR297A	Widen to 4 Lanes	Escambia	Capacity	Priority 7 (173 to 9mi)	$4,255,298	$9,787,187
7	n/a	Regional Trails			$200,000 per year	Multi	Bike / Ped	Priority Scenario	NA	$4,000,000
8	PD&E unfunded/ PE unfunded	US 90A (W. Nine Mile Road) 218605-5	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes	Escambia	Capacity	Priority 9	$16,990,571	$39,078,314
9	PD&E complete/ PE complete	Burgess Road 218429-1	US 29	Hilburn Road	Widen to 4 Lanes	Escambia	Capacity	Priority 10	$0	$17,010,171
10	PD&E funded Esc Co / PE unfunded	US 29 Connector 433113-2 433113-3	I-10	Muscogee Road	New 4 Lane Capacity	Escambia	Capacity	Priority 11	$8,581,703	$19,737,918
11	PD&E funded Esc Co / PE unfunded	SR 99 Beulah Road to US 29 Connector 433113-2 433113-3	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes	Escambia	Capacity	Priority 11	$5,259,754	$12,097,434
12	PD&E complete / PE funded TIP	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 12	$5,704,915	$13,121,304

Number for Map	PD&E / Design Status	Project Name	From	To	Improvement	County	Project Type	Draft Scenario	ROW	CST/CEI
13	PD&E complete / PE underway	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 13	$3,846,993	$8,848,084
14	PD&E complete / PE underway	US 90 440915-3	CR 89/ Ward Basin Rd.	SR 87S	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 14	$5,655,685	$26,016,151
15	PD&E complete / PE unfunded	SR 87A New Connector 416748-8 [Future SIS?]	US 90	CR 191 (Munson Hwy)	Widen to 4 Lanes	Santa Rosa	Capacity	SIS Priority 6	$4,572,247	$21,032,335
16	PD&E complete / PE unfunded	SR 87A New Connector 416748-9 [Future SIS?]	CR 191 (Munson Hwy)	SR 87N	Widen to 4 Lanes	Santa Rosa	Capacity	SIS Priority 7	$5,695,744	$26,200,423
17	PD&E complete / PE unfunded	US 90 220436-3 (Segment 3)	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	$4,000,000	$30,700,000
18	PD&E complete / PE unfunded	US 90 220436-3 (Segment 4)	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	$52,300,000	$50,500,000
19	PD&E complete / PE unfunded	US 90 220436-3 (Segment 5)	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	$34,900,000	$54,600,000
20	PD&E underway / PE unfunded TIP	SR 292 Gulf Beach Highway 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes	Escambia	Capacity	Priority 16	$17,793,432	$37,628,114
21	PD&E complete / PE unfunded	US 90 220436-3 (Segment 2)	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	$0	$65,700,000
22	PD&E complete / PE unfunded TIP	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes	Escambia	Capacity	Priority 17	$31,632,768	$62,913,981
23	PD&E on hold / PE unfunded TIP	SR 292 (Sorrento Road) 421011-2	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	Escambia	Capacity	Priority 21	$36,680,696	$42,182,800
24	30% Design until more funding	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement	Escambia	Capacity	Priority 22	$10,000,000	$23,000,000
25	PD&E unfunded / Design unfunded	SR 727 Fairfield Drive 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes	Escambia	Capacity	Priority 23	$21,228,292	$24,412,536

Number for Map	PD&E / Design Status	Project Name	From	To	Improvement	County	Project Type	Draft Scenario	ROW	CST/CEI
26	PD&E complete / PE unfunded	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes	Escambia	Capacity	Priority 24	$8,300,000	$17,400,000
27	PD&E unfunded / PE unfunded	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity	Santa Rosa	Capacity	Priority 29	$20,839,917	$47,931,809
28	PD&E unfunded / PE unfunded	CR 184A Berryhill Road	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 31	$7,208,318	$16,579,131
29	PD&E unfunded / PE unfunded	CR 197A (Woodbine Road)	US 90	Five Points	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 32 **LOCAL $**	$10,606,061	$21,212,121
30	PD&E unfunded	CR 197 (Chumuckla Hwy)	US 90	Five Points	Widen to 4 Lanes	Santa Rosa	Capacity	--	$12,310,677	$28,314,558
31	Feasibility Complete / PE unfunded	US 90 (W. Cervantes St)	Dominques St	A Street	Road Diet	Escambia	Complete Streets	Multi-Modal	$0	~~$0~~ $12,650,000
32	Feasibility Complete / PE unfunded	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Two-Way Restoration	Escambia	Complete Streets	--	$0	$9,085,000

	ROW	CST/CEI
Sub Totals	$237,869,806	~~$525,033,498~~ $525,001,427
Total (R/W and Construction)	~~$762,903,305~~ $762,871,234	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	$763,250,000	
Difference	~~$346,695~~ $378,766	
Total (PD&E and Design)	~~$97,451,062~~ $94,701,062	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045)	$152,650,000	
Difference	~~$55,198,938~~ $57,948,939	
Available funds Transit (2026-2045)	$266,050,000	

Figure 42. 2045 Draft Cost Feasible Plan Scenario 4 Hybrid (Non-SIS)



7.2.5 2045 Draft SIS Projects

Draft SIS projects are listed in **Table 35** and shown in **Figure 43.** SIS Projects were obtained from the FDOT Adopted First Five Year Plan, Second Five Year Plan, and Long-Range Cost Feasible Plan. SIS projects focus on I-10 mainline and interchanges, Blue Angel Parkway, and US 98 in Santa Rosa County. The SR 87 projects in Santa Rosa County were considered in the previous scenarios and not on the SIS projects as the corridor has not been officially placed on the SIS.

Table 35. 2045 Draft Cost Feasible Plan SIS Projects

ID	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
1	PD&E underway 437905-1 and 433113-1	I-10 and SR 99 (Beulah Road) Interchange [SIS project 3322]	AL State Line	East of SR 99	Widen I-10 to 6 Lanes and New Interchange at SR 99	Escambia	$9,500,000	$124,000,000
2	PD&E underway 437905-2	I-10 and US 90 (Nine Mile Road) Interchange [SIS projects 3322, 3448]	East of SR 99	East of Nine Mile Road	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange	Escambia	$250,000	$99,797,000
3	PD&E underway 437905-3	I-10 and SR 297 (Pine Forest Road) Interchange [SIS project 3322]	East of Nine Mile Road	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange	Escambia	$21,231,000	$92,410,000
4	Design Underway 222476-1	I-10 at US 29 Interchange (Phase 2 Ultimate Improvements)	I-10 @ 29	I-10 @ 29	Interchange Reconstruction	Escambia	$19,153,000 (funded FY21-23, not included in total below)	$125,853,000 (funded FY 24, not included in total below)
5	PD&E underway 413062-4, 413062-6, 413062-7	I-10 [SIS project 3319]	Avalon Blvd	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	Santa Rosa	$0	$107,290,860
6	PD&E underway 413062-4 413062-8, 413062-9	I-10 [SIS project 3319]	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes	Santa Rosa	$0	$125,950,140

ID	PD&E / Design Status	Project Name	From	To	Improvement	County	ROW	CST/CEI
7	Design Underway 421012-1	Blue Angel Parkway [SIS project 3323]	Sorrento Road	US 98	Widen to 4 Lanes	Escambia	$10,300,000 (Local Funding $5M, FY21, partial, not included in total below)	$55,511,000
8	Advancing to Design-Build 220440-1	US 98 [SIS project ID 3427]	Bayshore Road	Portside Drive	Widen to 6 Lanes	Santa Rosa	Complete	$80,274,732
9	Advancing to Design-Build 220426-3	US 98 [SIS project ID 3490]	Portside Drive	Bergren Road	Widen to 6 Lanes	Santa Rosa	$11,000,000	$96,559,000
10	Advancing to Design-Build 220426-4	US 98 [SIS project ID 3461]	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes	Santa Rosa	$9,500,000	$75,898,000
11	Advancing to Design-Build 220426-6	US 98 [SIS project ID 3462]	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes	Santa Rosa	$44,100,000	$160,350,000
12	Advancing to Design-Build 220426-5	US 98 [SIS project ID 3462]	Ortega Street	Okaloosa County Line	Widen to 6 Lanes	Santa Rosa	$9,650,000	$85,349,000

	ROW	CST/CEI
Sub Totals	$110,531,000	$1,103,389,732
Total (R/W and Construction)	$1,213,920,732	
Available funds R/W and CST (SIS 2026-2045)	$1,213,920,732	
Difference	0	

Figure 43. 2045 Draft Cost Feasible Plan Draft SIS Projects



7.2.6 2045 Draft Alabama Projects

Alabama projects are identified in **Figure 44** and **Table 36** (SU Funded projects) and **Table 36** (capacity projects).

Figure 44. 2045 Draft Cost Feasible Plan AL Projects

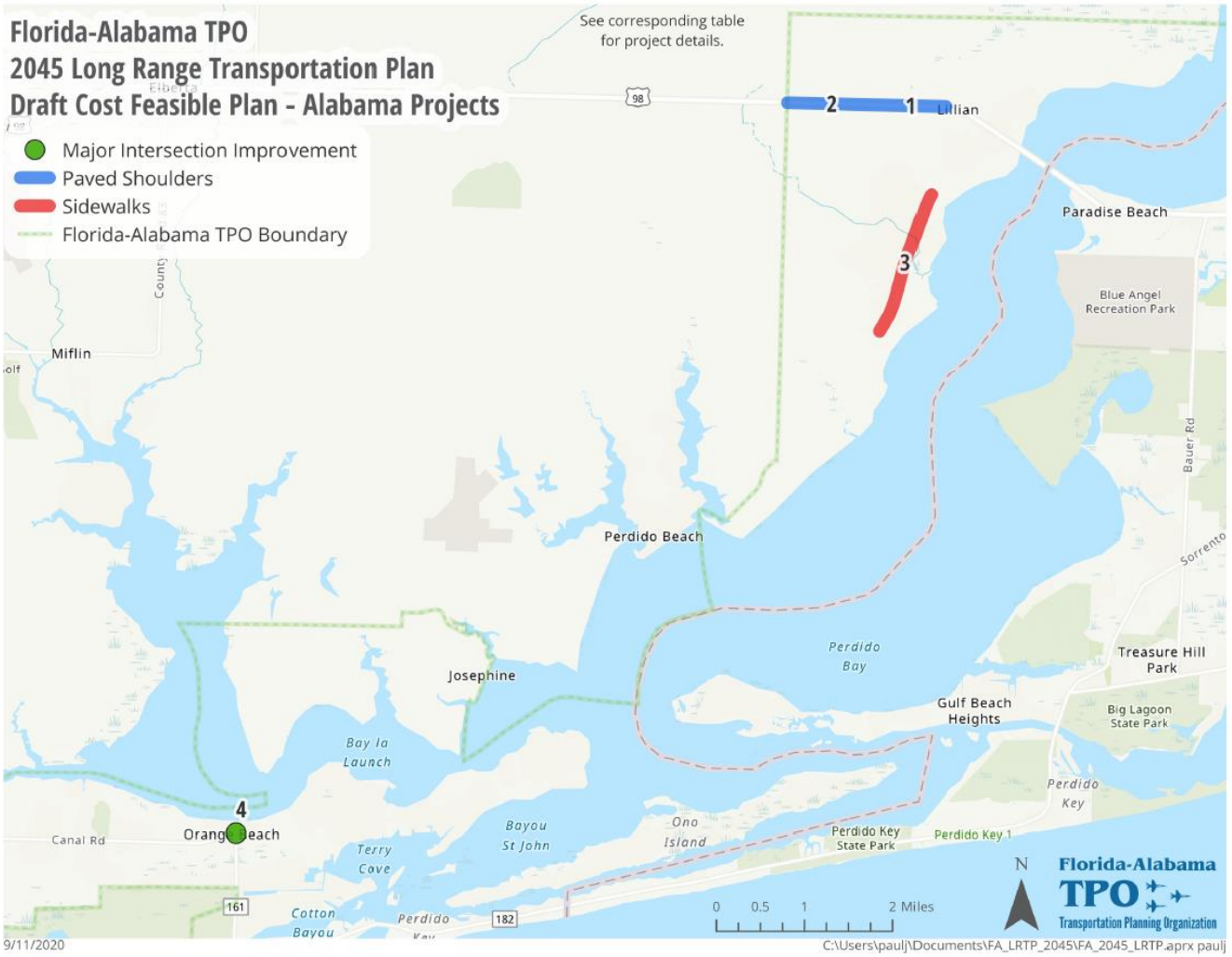


Table 36. 2045 Draft Cost Feasible Plan AL Projects – SU Funds (FY26-45)

Project	Project Name	From	To	Improvement	County	Design	Utility	ROW	CST/CEI	Local Funds
1	SR 42 / US 98	Hillcrest	Barclay	Add paved shoulders (bike / ped)	Baldwin				$163,529	$32,706
2	SR 42 / US 98	CR 91	Hillcrest	Add paved shoulders (bike / ped)	Baldwin	$20,000			$221,286	$49,257
3	CR 99	Carrier Dr.	Spanish Cove	Add sidewalks	Baldwin	$20,000			$593,298	$123,660
Sub Totals						$40,000	$0	$0	$978,113	$205,623
Total (Design, Utility, R/W and CST)						$1,223,736				
Available funds Design, Utility, R/W and CST (SU Funds 2026-2045)						$3,329,240				
Difference						$2,105,504				

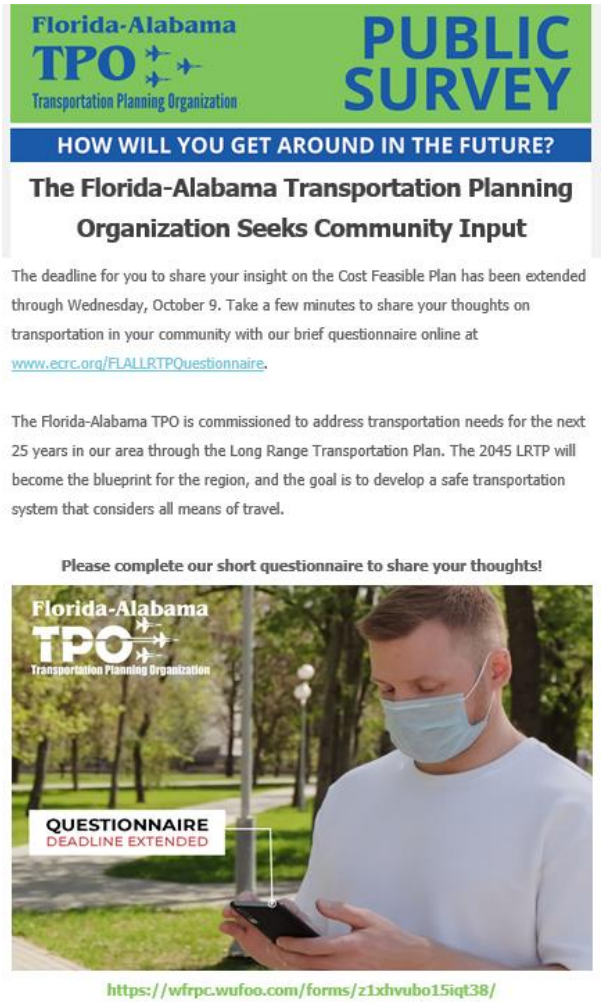
Table 37. 2045 Draft Cost Feasible Plan AL Projects – Capacity Funds (FY26-45)

ID	Project Name	From	To	Improvement	County	Design	Utility	ROW	CST/CEI	Local Funds
4	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Major Intersection Improvement - New bypass alignment Option A	Baldwin	$1,117,995	$250,000	$1,350,000	$6,504,126	
Sub Totals										
Total (Design, Utility, R/W)						$2,717,995				
Available funds Design, Utility, R/W and CST (Capacity Funds 2026-2045)						$3,036,240				
Difference						$318,245				
Available Transit Funds (2026-2045)						$1,481,610				

7.3 Public Review



In September and October 2020, a virtual public meeting and an on-line survey were the public involvement techniques utilized because of the pandemic. Both events were promoted through Facebook, Eblast, Local Media contacts, and Community Group Outreach. The virtual public meeting was held on September 24, 2020 as a GoTo Meeting at 5:30 p.m. The first thirty minutes of the public meeting were introductions and welcome, an Overview of the Florida-Alabama TPO, an Overview of the Florida-Alabama TPO Planning Process and the 2045 Long-Range Transportation Plan, and a review of the three 2045 Long-Range Transportation Plan Cost Feasible Plan Project Alternatives. In advance of the public meeting, aditional public outreach was made by ECRC to the Seville Rotary Club (Pensacola) on August 25, 2020 as a Zoom meeting.



The advertisement of the September 24, 2020 Virtual Meeting was sent by the ECRC staff. An on-line survey was posted on the Emerald Coast Regional Council Web Site from September 22, 2020 to October 9, 2020; with partner local governments also pushing out notice of the survey to their mailing lists such as the City of Pensacola and Escambia County.

As part of the Cost Feasible Plan approval, a public hearing was also opened at the October 14, 2020 TPO meeting. No public comment was presented at that time.

Public involvement resulted in 110 survey responses received. **Figure 45**, **Figure 46,** and the following text summarize comments and responses. **Figure 47** shows responses by ZIP Code location. The survey respondents were well represented in Escambia and Santa Rosa Counties. There was a lack of responses from the Alabama region which needs a more prominent focus in the future.

Aging infrastructure, identified as a primary concern, is currently funded through resurfacing and bridge replacements. Hopefully, additional funding to address this critical need will be included in the next Federal Transportation Bill. Congestion and Safety, also identified as primary concerns, should improve with the Advanced Traffic Management System identified in the Cost Feasible Plan and continuing to obtain the targets listed in the Federal Performance Measures. Lack of Public Transportation Choices, also identified as primary concerns, are addressed in the Transit Development Plan. The needs for the Elderly and Disabled, also identified as primary concerns, are a focus of the Local Coordinating Boards which are staffed by the Emerald Coast Regional Council. Most people still prefer to travel by automobile which is evident by accessibility as their most popular mode behavior.

Respondents indicated their preferred scenario was based on the Project Priorities (30%), followed by the Hybrid scenario (29%), followed by the Multi-Modal scenario (26%), followed by the Evaluation Criteria scenario (15%). The Project Priorities and Hybrid Scenario were the most popular choices for the 2045 Long-Range Transportation Plan Cost Feasible Plan alternative which verified staff using the priorities scenario as the basis for developing the hybrid or preferred Cost Feasible Plan Alternative. Aging Infrastructure, Congestion, Safety, Lack of Public Transportation Choices, and needs for the Elderly and Disabled for were the population choices for the challenges facing this area.

Figure 45. 2045 Cost Feasible Plan Public Survey Results – Challenges and Preferred Options

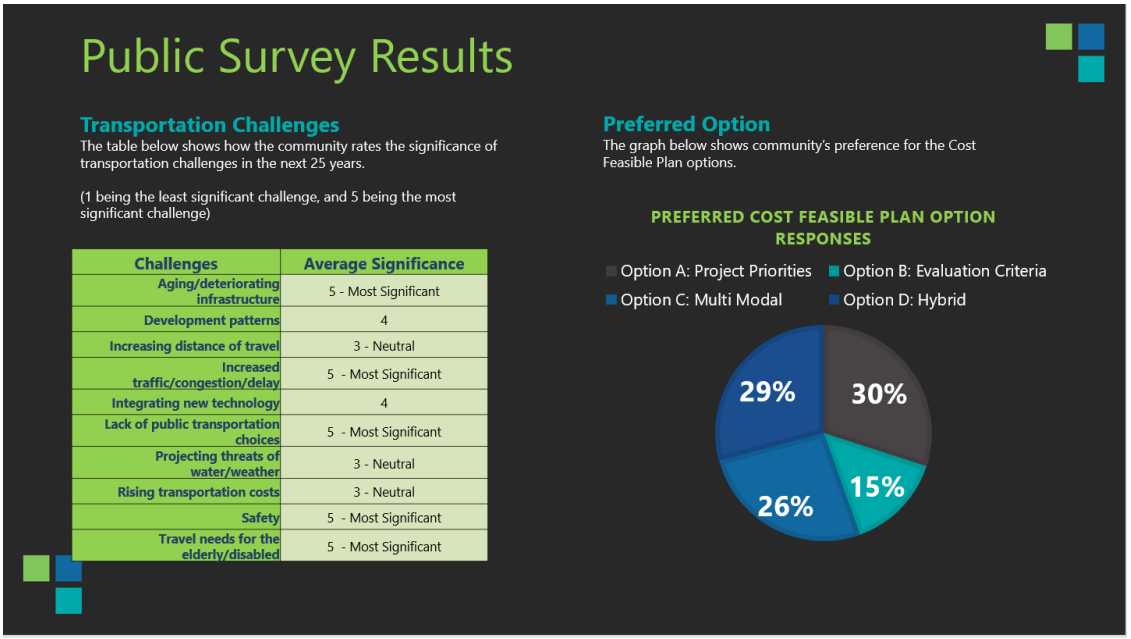


Figure 46. 2045 Cost Feasible Plan Public Survey Results – Transportation Modes

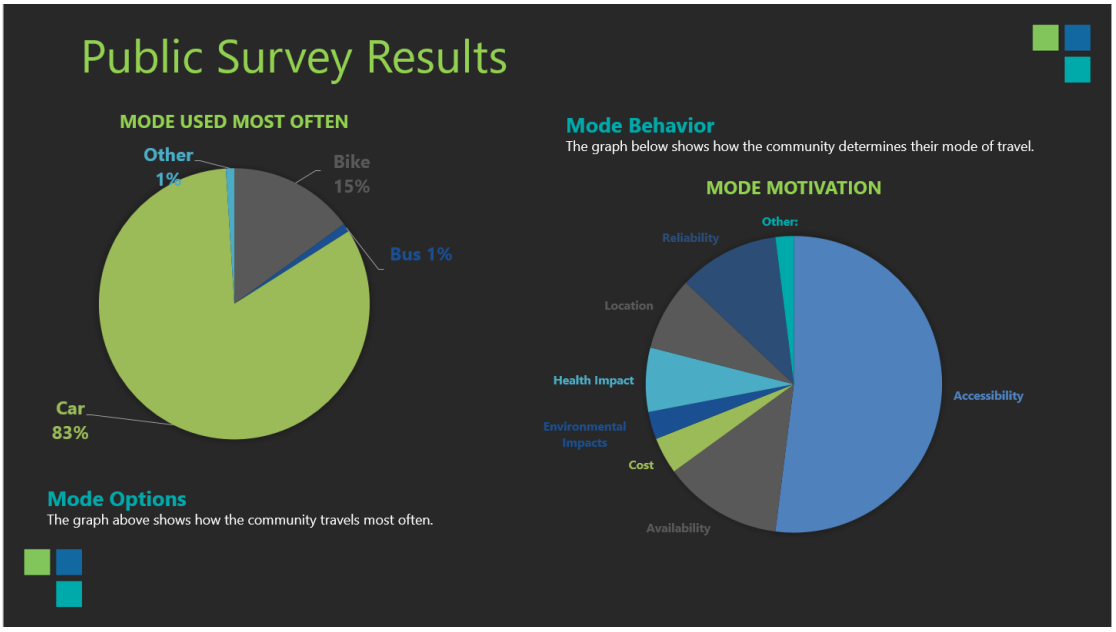
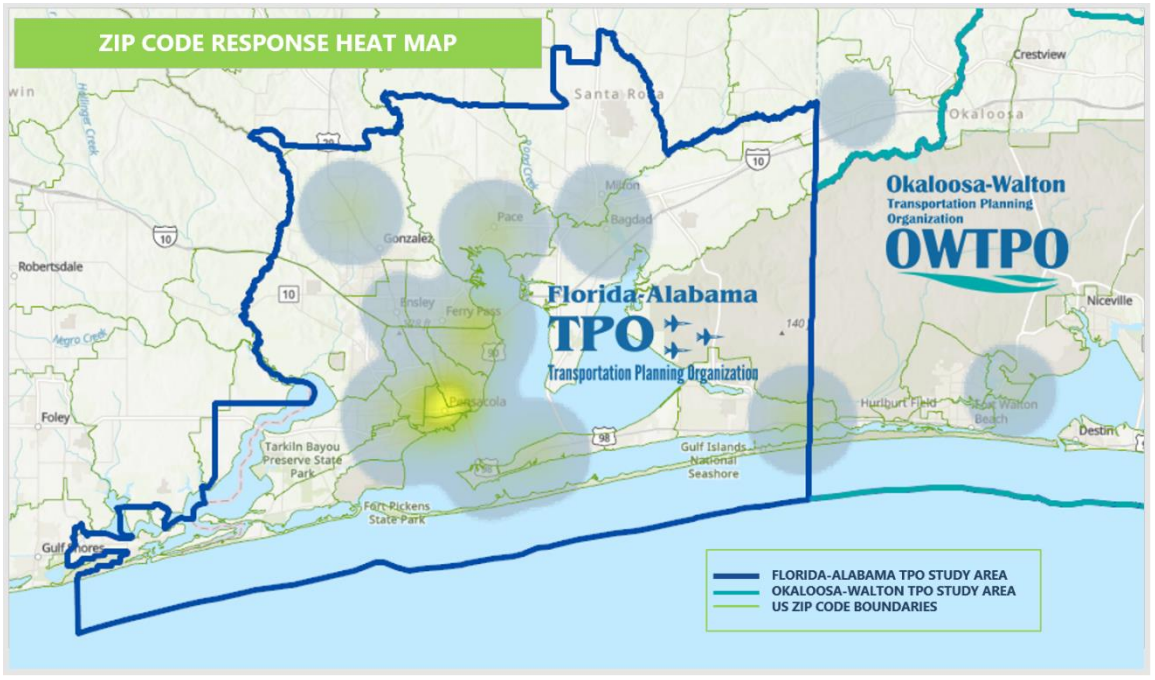


Figure 47. 2045 Cost Feasible Plan Public Survey Results – ZIP Code Response Heat Map



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 September and October Meetings. The FL-AL TPO approved the 2045 Cost Feasible Plan at the October 14, 2020 Transportation Planning Organization (TPO) Meeting by Resolution FL-AL 20-24 as shown in **Figure 48**, and **Tables 38 – 41**, with the changes as summarized below.

October 13, 2020 Technical Coordinating Committee (TCC) Meeting

The TCC recommended the 2045 Cost Feasible Plan be approved with the following changes:

- Surplus - Current surplus of Right-of-Way and Construction phases in FY 2026-2045 of $346,695
- Regional ITS Plan Project - Changed the amount of Regional ITS Plan Project in FY 2026-2045 from $65,500,000 to $58,817,929 since $6,682,071 is funded in FY 2020-2025.
- US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street - Use Matching funds to fund the remainder of the construction phase of US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street in the amount $5,621,234 ($12,650,000-$346,695-$6,682,071) in FY 2026-2045.

October 13, 2020 Citizens' Advisory Committee (CAC) Meeting

The CAC recommended the 2045 Cost Feasible Plan be approved with the following changes:

- Regional ITS Plan Project - Changed the amount of Regional ITS Plan Project in FY 2026-2045 from $65,500,000 to $58,817,929 since $6,682,071 is funded in FY 2020-2025.
- Public Transportation - Remove funding total of $6,000,000.
- US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street - Fund the construction phase of US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street in the amount $12,650,000 in FY 2026-2045. ($6,682,071+$6,000,000=$12,682,071). Surplus = $12,682,071-$12,650,000=$32,071
- Surplus - Current surplus of Right-of-Way and Construction phases in FY 2026-2045 of $346,695. New Surplus=$346,695+32,071=$378,766.

October 14, 2020 Transportation Planning Organization (TPO) Meeting

The TPO approved the 2045 Cost Feasible Plan with the following changes:

- Surplus - Current surplus of Right-of-Way and Construction phases in FY 2026-2045 of $346,695. Money moved to Right-of-Way Phase for Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway.
- Regional ITS Plan Project - Changed the amount of Regional ITS Plan Project in FY 2026-2045 from $65,500,000 to $58,817,929 since $6,682,071 is funded in FY 2020-2025.
- Florida-Alabama 2045 Cost Feasible Plan - US 29 Connector from I-10 to Muscogee Road Funded the construction phase of US 29 Connector from I-10 to Muscogee Road in the amount of $19,737,918 in FY 2026-2045.
- US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street - Funded the construction phase of US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street in the amount $12,650,000 in FY 2026-2045.
- Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway - Partially funded the Right-of-Way phase of Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway from fully funded amount of $36,680,696 to partially funded amount of $11,321,544 in FY 2026-2045. The amount of $11,321,544 is derived by: $36,680,696 - ($19,737,918 +$12,650,000) = $4,292,778 + $6,682,071 + $346,695 = $11,321,544.

Figure 48. Adopted 2045 Cost Feasible Plan Projects



Following adoption in October, changes were required which resulted in the first Amendment, further discussed in this Long-Range Transportation Plan report.

Table 38. Adopted 2045 Cost Feasible Plan Projects (Non-SIS)

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
1	Regional ITS Plan Projects			Regional Advanced Traffic Management System (ATMS) build-out
2	Corridor Management Complete Streets Studies			Corridor Management / Complete Streets Studies
3	Corridor Management Complete Streets Project			Corridor Management / Complete Streets Projects
4	Public Transportation Capital Improvements			Public Transportation Capital Improvements
5	Bike/Ped Improvements			Bicycle/Pedestrian Improvements
6	Regional Trails			Regional Trail Projects
7	Pine Forest Rd 441056-2	I-10	CR297A	Widen to 4 Lanes
8	US 90A (W. Nine Mile Road) 218605-5	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes
9	Burgess Road 218429-1	US 29	Hilburn Road	Widen to 4 Lanes
10	US 29 Connector [Segment 1] *433113-2* *433113-3*	I-10	Muscogee Road	New 4 Lane Capacity
11	SR 99 Beulah Road to US 29 Connector *433113-2* 433113-3	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes
12	SR 292 (Sorrento Road) 421011-2	CR 292A (Innerarity Point Rd) / (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes
13	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
14	SR 292 (Gulf Beach Highway) 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes
15	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes
16	US 90 (Segment 2) 220436-3	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes
17	US 90 (Segment 3) 220436-3	Simpson River Bridge	Third Avenue	Widen to 6 Lanes
18	US 90 (Segment 4) 220436-3	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes
19	US 90 (Segment 5) 220436-3	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes
20	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes
21	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes
22	US 90 440915-3	CR 89 / Ward Basin Rd.	SR 87S	Widen to 4 Lanes
23	SR 87A New Connector 416748-8	US 90	CR 191 (Munson Hwy)	Widen to 4 Lanes
24	SR 87A New Connector 416748-9	CR 191 (Munson Hwy)	SR 87N	Widen to 4 Lanes
25	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement
26	SR 727 Fairfield Drive 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes

Adopted Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
27	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity
28	CR 184A Berryhill Road	Five Points	West Spencer Field Road	Widen to 4 Lanes
29	CR 197A (Woodbine Road)	US 90	Five Points	Widen to 4 Lanes
30	CR 197 (Chumuckla Hwy)	US 90	Five Points	Widen to 4 Lanes
31	US 90 (W. Cervantes St)	Dominques St	A Street	Road Diet
32	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Two-Way Restoration
33	Transit Funds for Existing Service Levels	System wide funding to maintain existing service.		

Table 39. Adopted 2045 Cost Feasible Plan Projects (SIS)

Adopted Cost Feasible Plan: Strategic Intermodal System (SIS) Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
34	I-10 and SR 99 (Beulah Road) Interchange [SIS project 3322] 437905-1 and 433113-1	AL State Line	East of SR 99	Widen I-10 to 6 Lanes and Construct New Interchange at SR 99
35	I-10 and US 90 (Nine Mile Road) Interchange [SIS projects 3322, 3448] 437905-2	East of SR 99	East of Nine Mile Road	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange
36	I-10 and SR 297 (Pine Forest Road) Interchange [SIS project 3322] 437905-3	East of Nine Mile Road	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange
37	I-10 at US 29 Interchange (Phase 2 Ultimate Improvements) 222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction
38	I-10 [SIS project 3319] 413062-4, 413062-6, 413062-7	Avalon Blvd	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87
39	I-10 [SIS project 3319] *413062-4* *413062-8, 413062-*9	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes
40	Blue Angel Parkway [SIS project 3323] 421012-1	Sorrento Road	US 98	Widen to 4 Lanes
41	US 98 [SIS project ID 3427] 220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes
42	US 98 [SIS project ID 3490] 220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes
43	US 98 [SIS project ID 3461] 220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes
44	US 98 [SIS project ID 3462] 220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes
45	US 98 [SIS project ID 3462] 220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes

Table 40. Adopted 2045 Cost Feasible Plan Projects (AL)

Adopted Cost Feasible Plan: Alabama Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
46	SR 42 / US 98	Hillcrest Road	Barclay Avenue	Add paved shoulders (bike / ped) *
47	SR 42 / US 98	Barclay Avenue	AL State Line	Add paved shoulders (bike / ped) *
48	SR 42 / US 98	CR 91	Hillcrest	Add paved shoulders (bike / ped) *
49	CR 99	CR 91	Carrier Dr.	Add paved shoulders (bike / ped) *
50	CR 99	Carrier Dr.	Spanish Cove Dr.	Add sidewalks*
51	CR 99	Carrier Dr.	Spanish Cove Dr.	Add paved shoulders (bike / ped) *
52	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Major Intersection Improvement - New bypass alignment Option A
53	AL SR 180	SR 59	Foley Beach Express	5-laning of SR 180 (Canal Road) from SR 59 to Foley Beach Express
54	Gulf Intracoastal Waterway Bridge (over water)	SR 180 (Canal Road)	Foley Beach Express	Construct 2-lane Intracoastal Waterway Bridge
55	Gulf Intracoastal Waterway Bridge (over land)	SR 180 (Canal Road)	Foley Beach Express	Construct 2-lane Intracoastal Waterway Bridge
**** These projects are funded 80% Federal and 20% Local.***				
56	Transit Funds for Existing Service Levels	System wide funding to maintain existing service.		

Table 41. Adopted 2045 Cost Feasible Plan Projects (Local)

Adopted Cost Feasible Plan: Local Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
57	AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	New 2 Lane Bridge and Connecting Roads
58	CR 197A (Woodbine Road)	US 90	Five Points Intersection	4 Lanes of Capacity
59	Pea Ridge Connector Phase 1	US 90	Hamilton Bridge Road	4 Lanes of New Capacity

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:

- **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 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 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. ALDOT has a similar Operations and Maintenance program and has estimated over $6.7 million dollars in federal funds for Operations and Maintenance within the Alabama portion of the Florida-Alabama TPO study area over the life of this plan for fiscal years 2024-2045.

7.6 Projects with Federal Funding

For projects in the current Work Program and TIP, consideration was given to whether a project had a federal funding component, as identified from the interactive Transportation Improvement Program (TIP)[24] and/or FDOT Work Program[25] planning screens. The following projects have Federal funding as identified in **Table 42.**

Table 42. Projects with Federal Funding

Roadway	Limits	Federal Funding Codes
Florida Projects		
Regional ITS Program	Intelligent Transportation System (ITS) Regional Implementation	SU
CR 297 (Pine Forest Road)	US 90A (Nine Mile Rd.) to North of CR 297A	SU
US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy) to CR 297 (Pine Forest Road)	SU, ACSU
US 98 (Gulf Breeze Parkway)	Bayshore Road to Portside Drive	ACNP
US 98 (Gulf Breeze Parkway)	Portside Drive to Bergren Road	SU
US 98 (Gulf Breeze Parkway)	Ortega Street to Okaloosa County Line	SU
US 90 (Caroline Street)	SR 87 N (Stewart Street) to CR 89 (Ward Basin Road)	SU
US 90 (Caroline Street)	CR 89 (Ward Basin Road) to SR 87 S	SU
W. Main Street	Barrancas Avenue to S. Clubbs Street	SU
I-10 at US 29		ACNP
I-10 and SR 99 (Beulah Road) Interchange	AL State Line to East of SR 99 (Beulah Road)	ANCP
Alabama Projects		
SR180 (Canal Road) (BAL)	SR 59 to Foley Beach Express	STPAA, BPF
US98 (SR42) (BAL)	Barclay Avenue to AL State Line	STPLL
US98 (SR42) (BAL)	Hillcrest Road to Barclay Avenue	STPLL
CR99 (BAL)	CR 91 to Carrier Drive	STPLL
CR99 (BAL)	Carrier Drive to Spanish Cove Drive	STPLL

[24] wfrpc.dtstiptool.com

[25] https://fdotewp1.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx

7.7 Fiscal Constraint

7.7.1 Florida

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 43 and **Table 44** 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:

$$\text{2021 dollars} = (\text{2015 dollars}) * \underset{\textit{(for 2016)}}{(1.030)} * \underset{\textit{(for 2017)}}{(1.027)} * \underset{\textit{(for 2018)}}{(1.025)} * \underset{\textit{(for 2019)}}{(1.027)} * \underset{\textit{(for 2020)}}{(1.028)} * \underset{\textit{(for 2021)}}{(1.026)}$$

Table 43. 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 44. 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"

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 in the lower part of **Table 44** can be used to convert local revenue forecasts prepared in "today's" dollars to YOE dollars.

7.7.2 Alabama

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

7.7.3 Project Costs

The 2045 Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and Alabama Projects) are shown in **Appendix H** by the following four categories (2020-2025, 2026-2030, 2031-2035, and 2036-2045). Projects with federal funding and projects with funding needs beyond 2045 are also identified in **Appendix H.**

Florida 2045 Cost Feasible Plan Costs Shown by Project Category (including SIS)

Roadway Projects	$ 4,139,596,770
Public Transportation Projects	$ 10,455,000
Bicycle / Pedestrian Projects	$ 19,167,500
Mobility Programs	$ 81,374,750
Total	**$ 4,250,594,020**

Alabama 2045 Needs Plan Costs Shown by Project Category

Roadway Projects	$ 149,455,215
Public Transportation Projects	$ 0
Bicycle / Pedestrian Projects	$ 2,309,912
Mobility Programs	$ 0
Total	**$ 151,765,127**

Total 2045 Needs Plan Costs Shown by Project Category

Roadway Projects	$ 4,289,051,985
Public Transportation Projects	$ 10,455,000
Bicycle / Pedestrian Projects	$ 21,477,412
Mobility Programs	$ 81,374,750
Total	**$ 4,402,359,147**

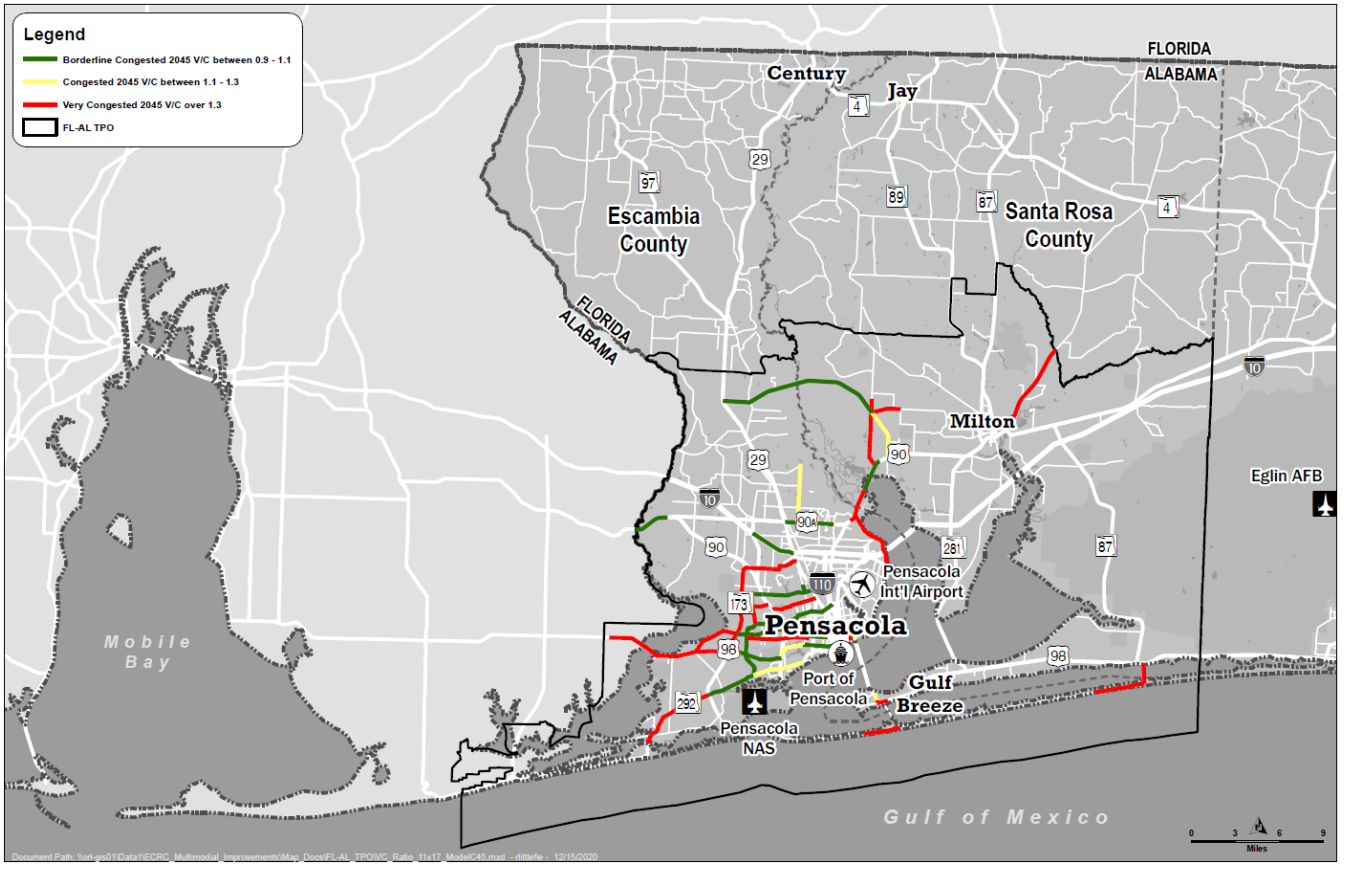
7.8 Deficiencies

Deficiencies for the adopted 2045 Cost Feasible Plan are illustrated in **Figure 49.** 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 45**:

Table 45. 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 49. FL-AL Cost Feasible Plan Deficiency Map



The 2045 Cost Feasible Plan improvements do not address the majority of the deficiencies anticipated by 2045. The main reason for the lack of deficiencies being addressed in the 2045 Cost Feasible Plan is because only 22% percent of the 2045 needed projects were funded in the 2045 Cost Feasible Plan. The projects identified in the 2040 Long-Range Transportation Plan, but not included in the 2045 Cost Feasible Plan, are listed in **Table 46.**

Table 46. 2045 Cost Feasible Plan Compared to 2040 Cost Feasible Plan

Project	From	To	Improvement	Reason Not Included in 2045 Plan
Florida Projects				
US29 Connector	Beulah Road Interchange	US29	Construction of new 4 lane facility	Only the project segment from I-10 to Muscogee Road was advanced due to funding and request from Escambia County.
SR87 North	CR87A (Langley Street)	TPO Boundary	Widen to 4 lanes	SR 87 Connector was included from US 90 to SR 87N.
US90	Escambia County Line	Glover Lane/Old Highway 90	Widen to 6 lanes	Project divided into segments in accordance with PD&E Study. Entire length not funded.
Main Street	Tarragona Street	Chase Street	2 lane improvement	Changed to Corridor / Complete Street Study
Main Street	Barrancas Avenue	Clubbs Street	2 lane improvement	Changed to Corridor / Complete Street Study
Express Bus Service Northwest	Pensacola	Navy Federal via I-110	New Bus Route/Service	Removed due to lack of funding
Express Bus Service Northeast	Milton	Navy Federal via US90	New Bus Route/Service	Removed due to lack of funding
Longleaf Drive	Pine Forest Road	Wymart Road	Widen to 4 lanes	Changed to Corridor / Complete Street Study
Pinestead Drive	Wymart Road	US29	Widen to 4 lanes	County changed project to construct 3-lane improvement with Local Funding
17th Avenue	At Bayfront Parkway	Major intersection improvement	Project under construction	
Mobile Highway `	Nine Mile Road (US90A)	Godwin Lane	Widen to 4 Lanes	Removed due to priority and need
East Bay Boulevard	SR87	Edgewood Drive	Enhanced 2 lane facility	Corridor Study completed, improvements identified, but not funded due to priority.
I-10	US29	Davis Highway	Widen to 8 Lanes	Capacity improvements complete
Blue Angel Parkway	US98	Saufley Field Road	Widen to 4 Lanes	Feasibility Study complete, need not identified
Alabama Projects				
SR180 (Canal Road)	Foley Beach Express	SR161	Widen to 5 lanes	Committed project

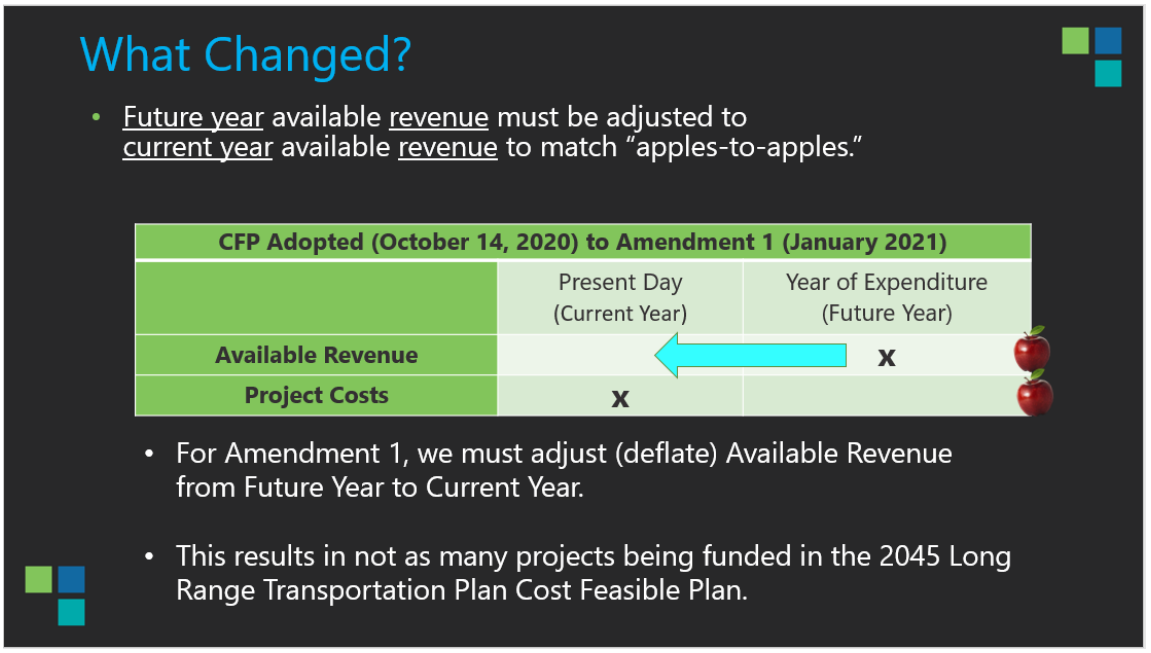
7.9 Amendment 1

Following initial adoption in October, a meeting with FDOT and FHWA occurred which resulted in project revenue expressed in YOE dollars and projects being expressed in present day costs. As a result, an Amendment is needed to adjust the future year revenue to the present day revenue to match the present day project cost.

7.9.1 TPO and Public Workshop

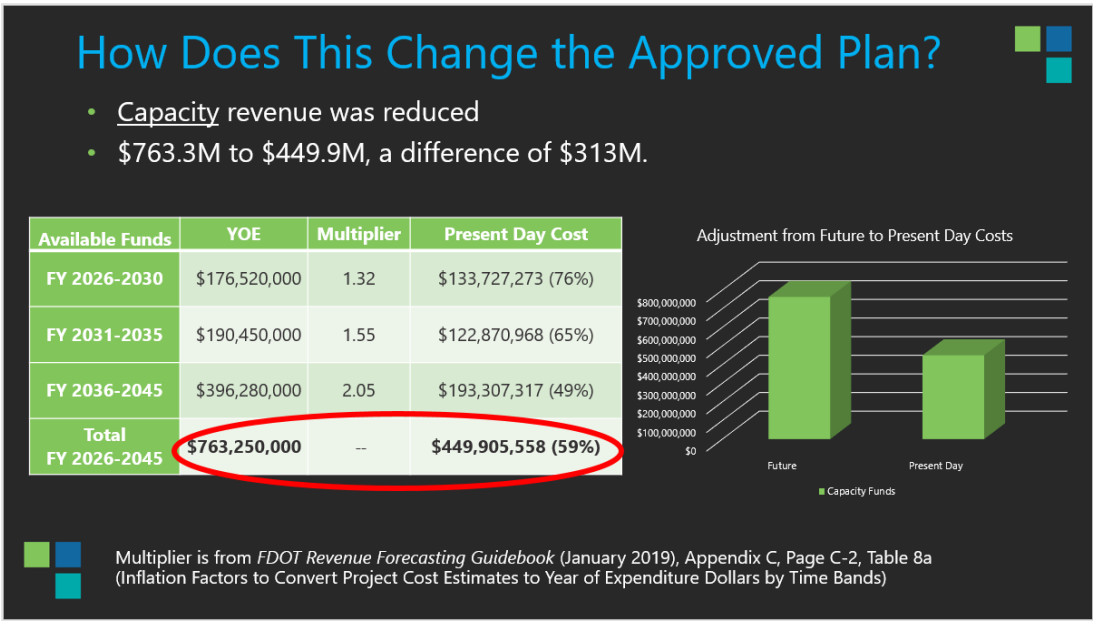
A TPO and public education workshop was held on Thursday, December 10, 2020, from 2:00 – 3:00 as an on-line meeting. The intent of the workshop was to provide TPO and Advisory Committee members, and the public, an opportunity to hear about the Amendment changes in advance of the January 2021 TPO meeting. The on-line GoTo Meeting was also recorded for rebroadcast through ECRC You Tube. Initial notice was sent by ECRC on December 3, 2020. In addition, a public hearing was held as part of the TPO meeting on January 13, 2021. The content of the meeting is summarized below. The purpose of the Amendment is to adjust Future Year available revenue to Current Year available revenue. In the October 2020 Adoption, project costs were estimated in Current Year dollars, however, the Available Revenue was projected to Year of Expenditure. Amendment 1 adjusts (deflates) the available revenue from Future Year to Current Year to match "apples-to-apples." By doing so, it has the effect of reducing available revenue and causing projects to be removed from the previously-approved list. **Figure 50** explains the need for the changes as shown at the December 10, 2020 public workshop, and the January 11 and 13 TPO and Advisory Committee meetings.

Figure 50. Amendment 1 Need for Changes



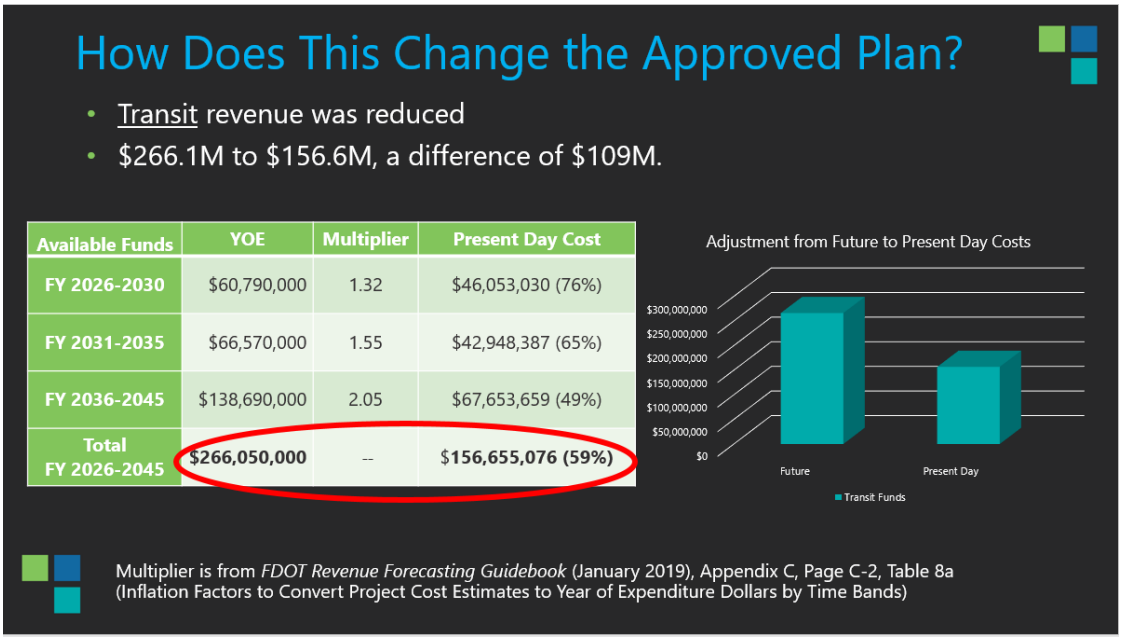
The revised revenue estimate is discussed in **Section 5.3** of this Long-Range Transportation Plan and further explained below. Available revenue was deflated by applying the multipliers from *FDOT Revenue Forecasting Guidebook* (January 2019), Appendix C, Page C-2, Table 8a. **Figure 51** shows how Capacity revenue was adjusted from $763.3M to $449.9M, a difference of $313M. **Figure 52** shows how Transit revenue was adjusted from $266.1M to $156.6M, a difference of $109M.

Figure 51. Amendment 1 Capacity Revenue Adjustment



Available Funds	YOE	Multiplier	Present Day Cost
FY 2026-2030	$176,520,000	1.32	$133,727,273 (76%)
FY 2031-2035	$190,450,000	1.55	$122,870,968 (65%)
FY 2036-2045	$396,280,000	2.05	$193,307,317 (49%)
Total FY 2026-2045	$763,250,000	--	$449,905,558 (59%)

Figure 52. Amendment 1 Transit Revenue Adjustment



Available Funds	YOE	Multiplier	Present Day Cost
FY 2026-2030	$60,790,000	1.32	$46,053,030 (76%)
FY 2031-2035	$66,570,000	1.55	$42,948,387 (65%)
FY 2036-2045	$138,690,000	2.05	$67,653,659 (49%)
Total FY 2026-2045	$266,050,000	--	$156,655,076 (59%)

Figure 53. Amendment 1 Revenue Adjustment Summary

Figure 53 shows a summary of the revenue changes. For Alabama projects, SU funding for the bicycle / pedestrian projects was reduced from $3,701,983 to $3,167,660; capacity funding was retained at $3,036,240, and transit funding was reduced from $1,481,610 to $1,332,431.

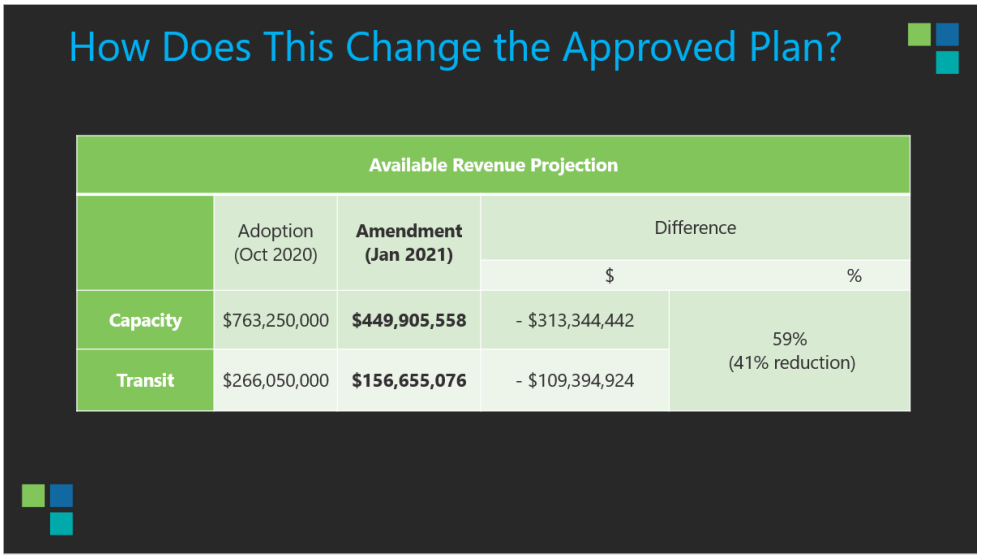


Figure 54. Amendment 1 Summary of Changes

Figure 54 shows a summary of the changes resulting from the revenue adjustment. Within the box funds, dollars were moved from the right-of-way and construction column, into the PD&E and Design column for both Corridor Management / Complete Streets studies ($3M), Bike / Ped Improvements ($7M), and for Trails ($4M). This change allowed for the addition of funding to provide for traffic signal coordination needed in conjunction with the Advanced Traffic Management System (ATMS) implementation. Fully-funded capacity projects were reduced from 17 to 14, partially-funded capacity projects were increased from 9 to 11. Two Local-funded projects were added, and two capacity projects were un-funded. The project changes are shown in **Figures 55 – 58,** and **Table 47**. Changes from the October 2020 Adoption are indicated by strikeout/underline and lighter font.

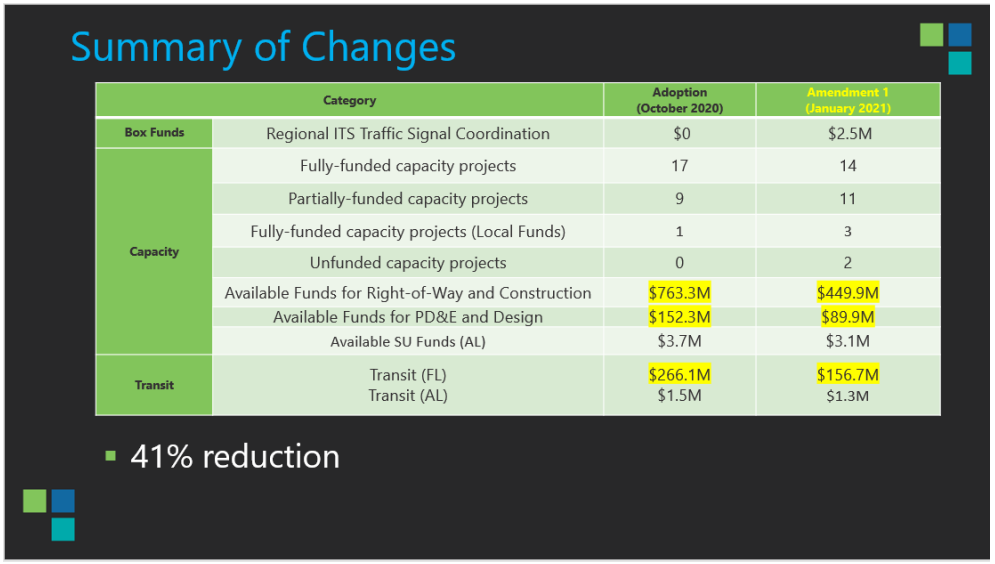


Figure 55. Cost Feasible Plan Non-SIS Projects Prior to Amendment 1

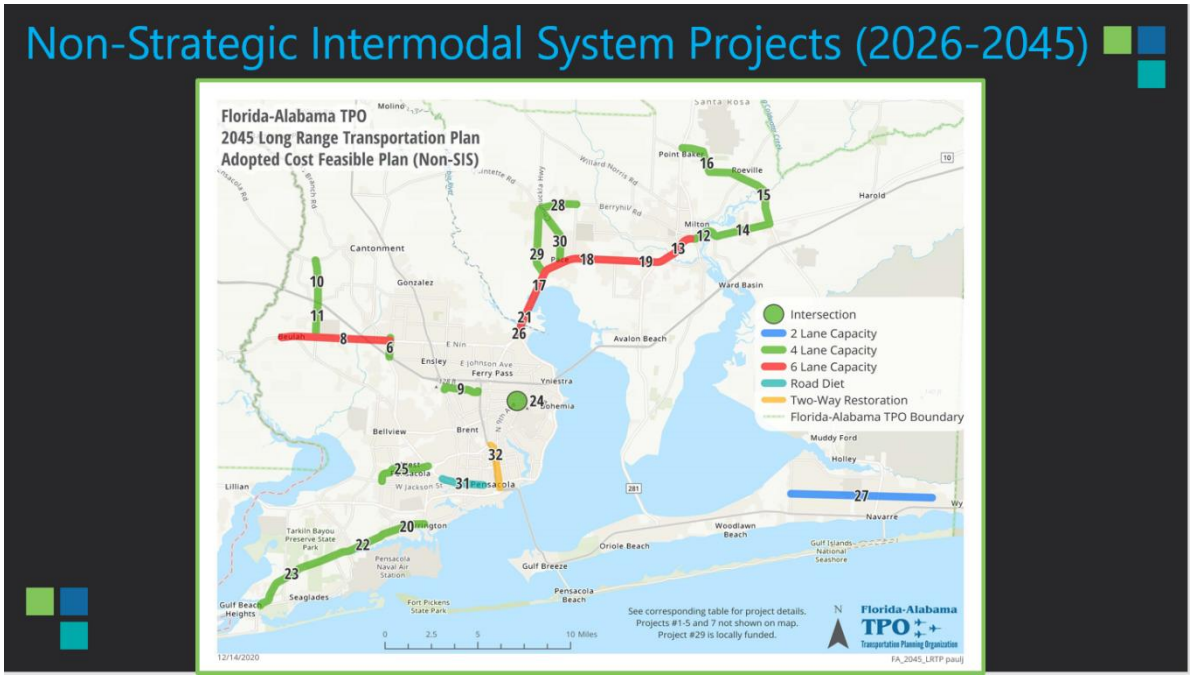


Figure 56. Projects Affected by Amendment

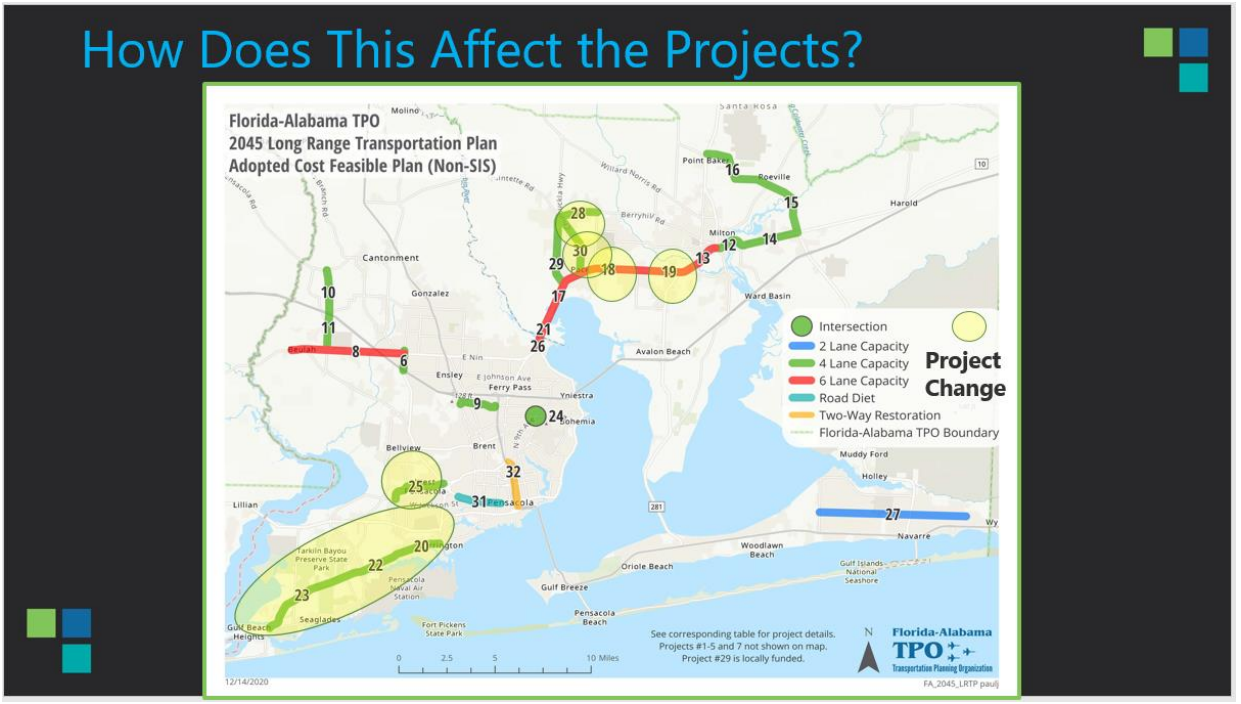


Figure 57. Projects Affected by Amendment

How Does This Affect the Projects?

Project	PD&E	Design	Right-of-Way	Construction
US 90 (Segment 4) from Third Ave to Bell Lane	Complete	Funded	Funded	**Not Funded** (Funded)
US 90 (Segment 5) from Bell Lane to Glover Lane	Complete	Funded	**Not Funded** (Funded)	**Not Funded** (Funded)
Gulf Beach Hwy from Fairfield Dr to Navy Blvd	Underway	Funded	**Not Funded** (Funded)	**Not Funded** (Funded)
Sorrento Rd / Gulf Beach Hwy from Blue Angel Pkwy to Fairfield Dr	Underway	Funded	**Not Funded** (Funded)	**Not Funded** (Funded)
Sorrento Road from Innerarity Point Rd to Blue Angel Pkwy	**Funded** (Not Funded)	Funded	**Not Funded** (Partial)	Not Funded
Fairfield Dr from Mobile Hwy to Lillian Hwy	Funded	**Partial** (Funded)	Not Funded	Not Funded

Highlighted font indicates a change from the October 2020 Adoption.

Figure 58. Projects Affected by Amendment

How Does This Affect the Projects?

Project	PD&E	Design	Right-of-Way	Construction
Navarre Community Access Rd from Edgewood Dr to Whispering Pines Rd	**Funded** (if TRIP* project) (Not Funded)	**Funded** (Not Funded)	Not Funded	Not Funded
Berryhill Rd From Woodbine Rd to W. Spencer Field Rd	**Not Funded** (Funded)	**Not Funded** (Funded)	Not Funded	Not Funded
Chumuckla Hwy From US 90 to Five Points	**Not Funded** (Funded)	**Not Funded** (Funded)	Not Funded	Not Funded
Regional Intelligent Traffic Management System (ITS) Signal Coordination ($500K/yr for 5 yrs)	n/a	n/a	n/a	**Funded** (Not Funded)

*TRIP: Transportation Regional Incentive Program. Assumes funding shared between Santa Rosa County and FDOT.

Table 47. Amendment 1: 2045 Cost Feasible Plan Changes (Non-SIS) As Presented to TPO

Map	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	County	Project Type	Scenario	PD&E+PE	ROW	CST/CEI
1	n/a	Regional ITS Plan Projects				Multi	Capacity	Priority 1	NA	NA	$58,817,929
n/a	n/a	Regional ITS Plan Projects – Traffic Signal Coordination			Traffic Signal Coordination $500,000/year for 5 years	Multi	Capacity	Priority 1	NA	NA	$2,500,000
2	n/a	Corridor Management Complete Streets			Corridor Management / Complete Streets **Studies** $150,000 Annually	Multi	Complete Streets	Priority 2	$3,000,000	NA	~~$3,000,000~~
3	n/a	Corridor Management Complete Streets			Corridor Management / Complete Streets **Projects** $1,500,000 Annually	Multi	Complete Streets	Priority 3	NA	NA	$30,000,000
4	n/a	Public Transportation Capital Improvements			$300,000 Per year	Multi	Transit	Priority 4	NA	NA	$6,000,000
5	n/a	Bike/Ped Improvements			$350,000 Per year	Multi	Bike / Ped	Priority Scenario	$7,000,000	NA	~~$7,000,000~~
6	PD&E TIP / PE not funded	SR 297 (Pine Forest Rd) 441056-2	I-10	CR297A	Widen to 4 Lanes	Escambia	Capacity	Priority 7 (173 to 9mi)	$1,377,288 (PE)	$4,255,298	$9,787,187
7	n/a	Regional Trails			$200,000-per year	Multi	Bike / Ped	Priority Scenario	$4,000,000	NA	~~$4,000,000~~
8	PD&E ~~un~~funded / PE unfunded	US 90A (W. Nine Mile Road) 218605-5	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes	Escambia	Capacity	Priority 9	$5,097,172 (PE)	~~$16,990,571~~ $15,490,571 (reduced by $1.5M funded in FY20-24 TIP)	$39,078,314
9	PD&E complete / PE complete	SR 742 (W. Burgess Road) 218429-1	US 29	Hilburn Road	Widen to 4 Lanes	Escambia	Capacity	Priority 10	Complete	$0	$17,010,171
10	PD&E funded Esc Co / PE unfunded	US 29 Connector 433113-2 433113-3	I-10	Muscogee Road	New 4 Lane Capacity	Escambia	Capacity	Priority 11	$1,080,000 (PE)	$8,581,703	$19,737,918
11	PD&E funded Esc Co / PE unfunded	SR 99 (Beulah Road) to US 29 Connector 433113-2, -3	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes	Escambia	Capacity	Priority 11	$3,671,556 (PE)	$5,259,754	$12,097,434
12	PD&E complete / PE funded TIP	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 12	$0 (funded in current TIP for $2,750,000 in FY 22/23)	$5,704,915	$13,121,304

Light font inside box indicates change from October 14, 2020 TPO Approval.

Map	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	County	Project Type	Scenario	PD&E+PE	ROW	CST/CEI
13	PD&E complete / PE underway	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 13	$1,154,097 (PE)	$3,846,993	$8,848,084
14	PD&E complete / PE underway	US 90 440915-3	CR 89/ Ward Basin Rd.	SR 87S	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 14	$1,050,000 (PE) (reduced by $1.7M funded in FY20-24 TIP)	$5,655,685	$26,016,151
15	PD&E complete / PE underway	SR 87A New Connector 416748-8 [Future SIS?]	US 90	CR 191 (Munson Hwy)	Widen to 4 Lanes	Santa Rosa	Capacity	SIS Priority 6	Underway (PE)	$4,572,247	$21,032,335
16	PD&E complete / PE underway	SR 87A New Connector 416748-9 [Future SIS?]	CR 191 (Munson Hwy)	SR 87N	Widen to 4 Lanes	Santa Rosa	Capacity	SIS Priority 7	Underway (PE)	$5,695,744	$26,200,423
17	PD&E complete / PE unfunded	US 90 220436-3 (Segment 3)	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	$1,500,000 (PE)	$4,000,000	$30,700,000
18	PD&E complete / PE unfunded	US 90 220436-3 (Segment 4)	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	$6,600,000 (PE)	$52,300,000	**$50,500,000**
19	PD&E complete / PE unfunded	US 90 220436-3 (Segment 5)	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	$7,100,000 (PE)	**$34,900,000**	**$54,600,000**
20	PD&E underway / PE unfunded	SR 292 (Gulf Beach Highway) 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes	Escambia	Capacity	Priority 16	$2,772,000 (PE)	**$17,793,432**	**$37,628,114**
21	PD&E complete / PE unfunded	US 90 220436-3 (Segment 2)	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	$8,600,000 (PE)	$0	$65,700,000
22	PD&E complete / PE unfunded	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes	Escambia	Capacity	Priority 17	$4,928,000 (PE)	**$31,632,768**	**$62,913,981**
23	PD&E on hold / PE unfunded	SR 292 (Sorrento Road) 421011-2	CR 292A (Innerarity Point Rd) / (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	Escambia	Capacity	Priority 21	**$1,843,035 (PD&E)** $7,336,139 (PE)	**$36,680,696** ~~$11,321,545 partial funded; $25,359,151 additional needed *~~	$42,182,800
24	30% Design until more funding	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement	Escambia	Capacity	Priority 22	$2,000,000 (PD&E) $3,000,000 (PE)	$10,000,000	$23,000,000

Map	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	County	Project Type	Scenario	PD&E+PE	ROW	CST/CEI
25	PD&E / Design unfunded	SR 727 (Fairfield Drive) 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes	Escambia	Capacity	Priority 23	$2,122,829 (PD&E) **$2,528,424 (PE Partial) $4,245,658 (Needed)**	$21,228,292	$24,412,536
26	PD&E complete / PE unfunded	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes	Escambia	Capacity	Priority 24	**$2,300,000 (PE)**	$8,300,000	$17,400,000
27	PD&E unfunded / PE unfunded	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity	Santa Rosa	Capacity	Priority 29	**$833,597 (PD&E) [Assumes TRIP project]** **$6,251,975 (PE)**	$20,839,917	$47,931,809
28	PD&E unfunded / PE unfunded	CR 184A (Berryhill Road)	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 31	**$1,441,663 (PD&E)** **$2,162,495 (PE)**	$7,208,318	$16,579,131
29	PD&E ~~un~~funded / PE ~~un~~funded	CR 197A (Woodbine Road) **LOCAL FUNDS**	US 90	Five Points	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 32 **LOCAL $**	$3,181,818 (PE)	$10,606,061	$21,212,121
30	PD&E unfunded	CR 197 (Chumuckla Hwy)	US 90	Five Points	Widen to 4 Lanes	Santa Rosa	Capacity	--	**$2,462,135 (PD&E)** **$3,693,203 (PE)**	$12,310,677	$28,314,558
31	Feasibility Complete	US 90 (W. Cervantes St)	Dominques St	A Street	Road Diet*	Escambia	Complete Streets	Multi-Modal	$1,650,000 (PE)	$0	$12,650,000
32	Feasibility Complete	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Two-Way Restoration	Escambia	Complete Streets	--	$1,185,000 (PE)	$0	$9,085,000
33	Project not in TIP	Longleaf Drive **LOCAL FUNDS**	Pine Forest Road	Wymart Road	Improvement to 3 lanes (2 lanes plus Center Turn Lane)	Escambia	Capacity	--	**$500,000**	**$0**	**$5,000,000**
34	PE Funded	Pea Ridge Connector **LOCAL FUNDS**	US 90	Hamilton Bridge Road	Construct 2 Lane Roadway	Santa Rosa	Capacity	-	**$1,500,000 (PE)**	**$0**	**$13,000,000**

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.

	ROW	CST/CEI
Sub Totals	~~$212,510,655~~ $115,362,910	~~$550,739,345~~ $333,597,250
Total (R/W and Construction)	~~$763,250,000~~ $448,960,160	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	~~$763,250,000~~ $449,905,558	
Difference	~~$0~~ $945,398	
Total (PD&E and Design)	~~$94,051,061~~ $89,981,112	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	~~$152,650,000~~ $89,981,112	
Difference	~~$58,598,939~~ $0	
Available funds Transit (2026-2045)	~~$266,050,000~~ $156,655,076	

* Cervantes Road Diet project goes with Corridor Study for CR 298 (W. Jackson St) from SR 727 (N. Fairfield Dr) to A Street (Needs Plan Project #120).

7.9.2 Amendment 1 Presented to Advisory Committees

The proposed Amendment 1 changes were presented to the Advisory Committees on January 11, 2021. The meetings were hybrid format with the Boards attending in-person, and presenters attending by GoTo Meeting. The Technical Coordinating Committee (TCC) asked for clarification on the methodology used to determine funding priority for projects, but did not have any modifications. The Citizens Advisory Committee (CAC) did not have any modifications and recommended the Amendment for approval, but offered comment that the public involvement process may need to be expanded to include more social media platforms. Both committees recommended the proposed Amendment 1 for approval. No public comment was received at either of these meetings regarding Amendment 1.

7.9.3 Amendment 1 Approved by TPO

The proposed Amendment 1 changes were presented to the FL-AL TPO Board on January 13, 2021. The meeting was a hybrid format with the Board attending in-person, and presenters attending by GoTo Meeting. Members of the public could view on-line. After presentation to the Board, a public hearing was opened. No public comment was received. The TPO did not make any changes to the draft as presented. A member of the TPO Board asked for clarification on the methodology used to determine funding priority for projects. Amendment 1 was approved by the TPO as Resolution FL-AL 21-04, shown in **Figure 59,** and is presented as: Non-SIS Projects (**Table 48**); SIS Projects (**Table 49**); Alabama Projects (**Table 50**), and Local Projects (**Table 51**). The distribution of funding over the 20-year Long-Range Transportation Plan period, including the current TIP, and adjusted to Year of Expenditure, is presented in **Appendix I.**

Figure 59. Amendment 1: 2045 Cost Feasible Plan Projects As Approved by TPO

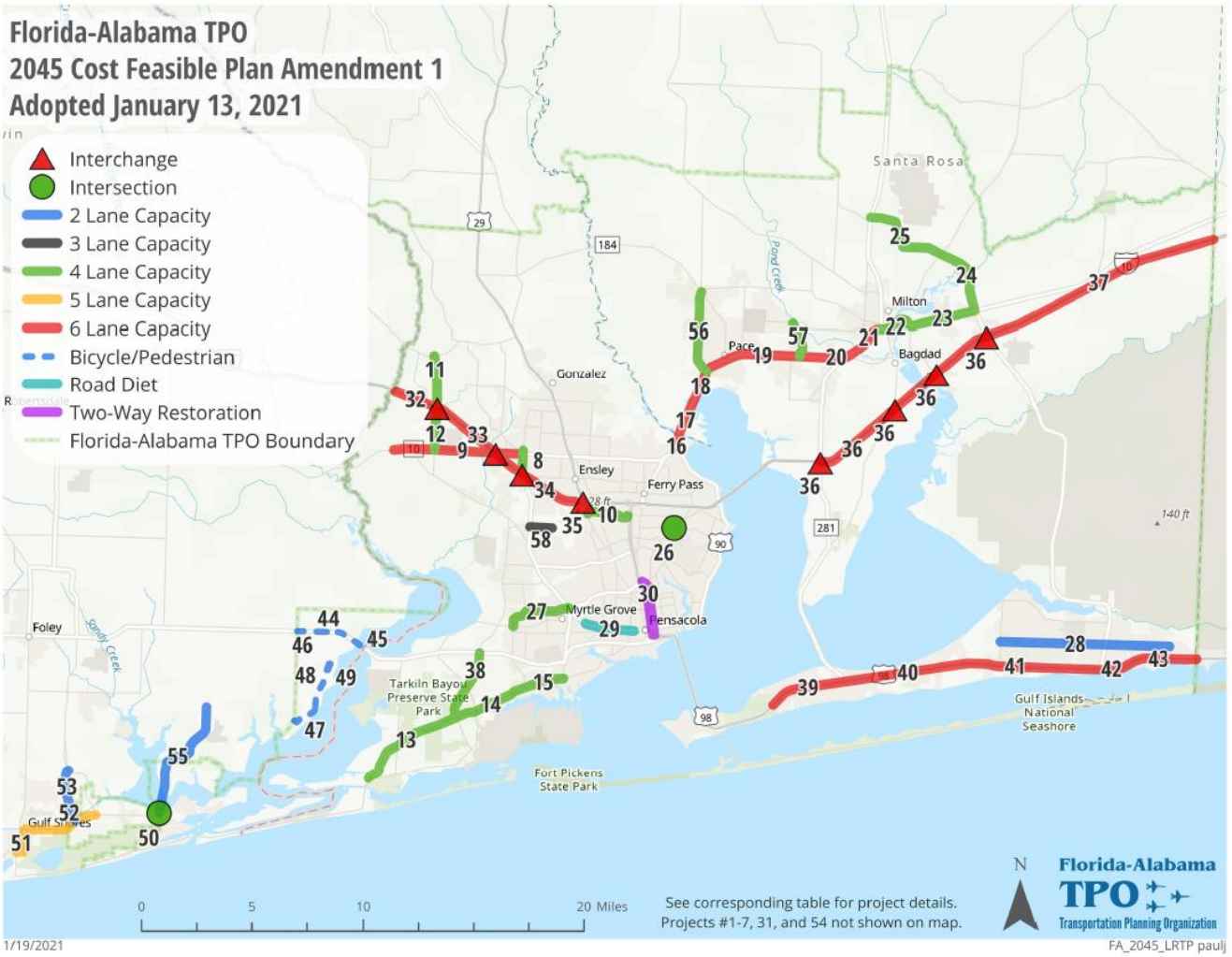


Table 48. Amendment 1: 2045 Cost Feasible Plan Projects (Non-SIS) As Approved by TPO

Amendment 1 Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
1	Regional ITS Plan Projects			Regional Advanced Traffic Management System (ATMS) build-out
2	Regional ITS Plan Projects – Traffic Signal Coordination			Traffic Signal Coordination $500,000/year for 5 years
3	Corridor Management Complete Streets Studies			Corridor Management / Complete Streets Studies
4	Corridor Management Complete Streets Project			Corridor Management / Complete Streets Projects
5	Public Transportation Capital Improvements			Public Transportation Capital Improvements
6	Bike/Ped Improvements			Bicycle/Pedestrian Improvements
7	Regional Trails			Regional Trail Projects
8	Pine Forest Rd 441056-2	I-10	CR297A	Widen to 4 Lanes
9	US 90A (W. Nine Mile Road) 218605-5	US 90 (Mobile Hwy)	SR 297 (Pine Forest Road)	Widen to 6 lanes
10	Burgess Road 218429-1	US 29	Hilburn Road	Widen to 4 Lanes
11	US 29 Connector [Segment 1] *433113-2* *433113-3*	I-10	Muscogee Road	New 4 Lane Capacity
12	SR 99 Beulah Road to US 29 Connector *433113-2* 433113-3	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes
13	SR 292 (Sorrento Road) 421011-2	CR 292A (Innerarity Point Rd) / (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes

Amendment 1 Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
14	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes
15	SR 292 (Gulf Beach Highway) 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes
16	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes
17	US 90 (Segment 2) 220436-3	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes
18	US 90 (Segment 3) 220436-3	Simpson River Bridge	Third Avenue	Widen to 6 Lanes
19	US 90 (Segment 4) 220436-3	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes
20	US 90 (Segment 5) 220436-3	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes
21	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes
22	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes
23	US 90 440915-3	CR 89 / Ward Basin Rd.	SR 87S	Widen to 4 Lanes
24	SR 87A New Connector 416748-8	US 90	CR 191 (Munson Hwy)	Widen to 4 Lanes
25	SR 87A New Connector 416748-9	CR 191 (Munson Hwy)	SR 87N	Widen to 4 Lanes
26	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement

Amendment 1 Cost Feasible Plan: Non-Strategic Intermodal System (SIS) Projects *Projects not shown in priority order*				
ID	**Project Name**	**From**	**To**	**Improvement**
27	SR 727 Fairfield Drive 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes
28	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity (Assumes TRIP-funded project for PD&E)
29	US 90 (W. Cervantes St)	Dominques St	A Street	Road Diet
30	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Two-Way Restoration
31	Transit Funds for Existing Service Levels	System wide funding to maintain existing service.		

Table 49. Amendment 1: 2045 Cost Feasible Plan Projects (SIS)

Amendment 1 Cost Feasible Plan: Strategic Intermodal System (SIS) Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
32	*I-10 and* *SR 99 (Beulah Road)* *Interchange* [SIS project 3322] 437905-1 and 433113-1	AL State Line	East of SR 99	Widen I-10 to 6 Lanes and Construct New Interchange at SR 99
33	*I-10 and* *US 90 (Nine Mile Road)* *Interchange* [SIS projects 3322, 3448] 437905-2	East of SR 99	East of Nine Mile Road	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange
34	*I-10 and* *SR 297 (Pine Forest Road)* *Interchange* [SIS project 3322] 437905-3	East of Nine Mile Road	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange
35	I-10 at US 29 Interchange (Phase 2 Ultimate Improvements) 222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction
36	*I-10* [SIS project 3319] 413062-4, 413062-6, 413062-7	Avalon Blvd	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87
37	*I-10* [SIS project 3319] *413062-4* *413062-8, 413062-9*	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes
38	Blue Angel Parkway [SIS project 3323] *421012-1*	Sorrento Road	US 98	Widen to 4 Lanes
39	US 98 [SIS project ID 3427] *220440-1*	Bayshore Road	Portside Drive	Widen to 6 Lanes
40	US 98 [SIS project ID 3490] *220426-3*	Portside Drive	Bergren Road	Widen to 6 Lanes
41	US 98 [SIS project ID 3461] *220426-4*	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes
42	US 98 [SIS project ID 3462] *220426-6*	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes
43	US 98 [SIS project ID 3462] *220426-5*	Ortega Street	Okaloosa County Line	Widen to 6 Lanes

Table 50. Amendment 1: 2045 Cost Feasible Plan Projects (AL)

Adopted Cost Feasible Plan: Alabama Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
44	SR 42 / US 98	Hillcrest Road	Barclay Avenue	Add paved shoulders (bike / ped) *
45	SR 42 / US 98	Barclay Avenue	AL State Line	Add paved shoulders (bike / ped) *
46	SR 42 / US 98	CR 91	Hillcrest	Add paved shoulders (bike / ped) *
47	CR 99	CR 91	Carrier Dr.	Add paved shoulders (bike / ped) *
48	CR 99	Carrier Dr.	Spanish Cove Dr.	Add sidewalks*
49	CR 99	Carrier Dr.	Spanish Cove Dr.	Add paved shoulders (bike / ped) *
50	AL SR 180 (Canal Road Bypass)	SR 180 (Canal Road)	SR 161 (Orange Beach Blvd)	Major Intersection Improvement - New bypass alignment Option A
51	AL SR 180	SR 59	Foley Beach Express	5-laning of SR 180 (Canal Road) from SR 59 to Foley Beach Express
52	Gulf Intracoastal Waterway Bridge (over water)	SR 180 (Canal Road)	Foley Beach Express	Construct 2-lane Intracoastal Waterway Bridge
53	Gulf Intracoastal Waterway Bridge (over land)	SR 180 (Canal Road)	Foley Beach Express	Construct 2-lane Intracoastal Waterway Bridge
**** These projects are funded 80% Federal and 20% Local.***				
54	Transit Funds for Existing Service Levels	System wide funding to maintain existing service.		

Table 51. Amendment 1: 2045 Cost Feasible Plan Projects (Local)

Adopted Cost Feasible Plan: Local Projects ***Projects not shown in priority order***				
ID	**Project Name**	**From**	**To**	**Improvement**
55	AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	New 2 Lane Bridge and Connecting Roads
56	CR 197A (Woodbine Road)	US 90	Five Points Intersection	4 Lanes of Capacity
57	Pea Ridge Connector Phase 1	US 90	Hamilton Bridge Road	4 Lanes of New Capacity
58	Longleaf Drive	Pine Forest Road	Wymart Road	Improvement to 3 lanes (2 lanes plus Center Turn Lane)

7.9.4 Project Costs

The 2045 Amended Cost Feasible Plan Projects in Year of Expenditure dollars for three categories (Non-SIS, SIS, and Alabama Projects) are shown in **Appendix I** 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 I.**

Florida 2045 Cost Feasible Plan Costs Shown by Project Category (including SIS)

Roadway Projects	$ 3,579,634,342
Public Transportation Projects	$ 10,455,000
Bicycle / Pedestrian Projects	$ 19,167,500
Mobility Programs	$ 87,427,200
Total	**$ 3,696,684,042**

Alabama 2045 Needs Plan Costs Shown by Project Category

Roadway Projects	$ 149,455,215
Public Transportation Projects	$ 0
Bicycle / Pedestrian Projects	$ 2,309,912
Mobility Programs	$ 0
Total	**$ 151,765,127**

Total 2045 Needs Plan Costs Shown by Project Category

Roadway Projects	$ 3,729,089,557
Public Transportation Projects	$ 10,455,000
Bicycle / Pedestrian Projects	$ 21,477,412
Mobility Programs	$ 87,427,200
Total	**$ 3,848,449,169**

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, ALDOT, and the Metropolitan Planning Organization Advisory Council. Appendix D addresses the roles of FDOT, ALDOT, the TPOs, and the public transportation providers in the TPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR). The System Performance Report includes performance measures for:

- Highway Safety (PM1),
- Bridge and Pavement (PM2),
- System Performance (PM3),
- Transit Asset Management and
- Transit Safety Performance.

The purpose of the System Performance Report is to illustrate progress in planning and programming of projects towards the achievement of the region's transportation goals.

8.2 Congestion Management Process

A Congestion Management Process (CMP) was completed (May 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 27** 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 28** identifies the objectives, mitigation strategies, and the CMP performance measures listed below, and **Table 29** presents the Congestion Management Process Performance Measures.

- Provide Options to Reduce Travel Demand
  - Percent car truck, van carpooled to work
  - Percent pedestrian facility SHS coverage
  - Percent bicycle facility SHS coverage
  - Passengers per revenue mile
- Improve Safety
  - Serious injury rate per annual 100 million vehicle miles of travel (MVMT)
  - Fatality rates per annual 100 MVMT
- Encourage Active Transportation Modes
  - Percent population within one mile of bicycle facilities
- Provide Reliable and Efficient Transportation options
  - Percent of facilities with LOS D, E, or F
- System Preservation
  - Number of resurfacing projects in the TIP / Total projects in the TIP.



8.3 What's Next?

This Long-Range Transportation Plan looks ahead for a 20-year planning horizon. In the year of preparation of this document (2020), society experienced an 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? These and other questions will continue to demand resiliency in transportation planning going forward. Following are some thoughts for consideration going forward in the next update of the Long-Range Transportation Plan:

- **Ferry / Water taxi:** Future water transportation options should continue to be further examined, including linkages to the National Park Service Gulf Islands National Seashore ferry service which was damaged and temporarily halted following Hurricane Sally. The Superintendent of the National Park Service Gulf Islands National Seashore has previously stated an intent to rely on ferry options if the Fort Pickens Road eventually becomes damaged beyond repair as a result of a hurricane breaching the island and roadway. Water taxi options may become increasingly important resiliency option in linking travel and tourism and recreation. As identified by FHWA in the November 2012 *Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs,* the effects of climate change should also be considered on the transportation system. 2020 was a banner year for significant weather events, the effects of which continued to be evident on the transportation infrastructure. Emphasis must continue to be placed on making infrastructure resilient, and planning for the inevitable demise of parts of the transportation infrastructure such as Fort Pickens Road when it can no longer be replaced.

- **TPO Boundaries:** As the 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. The Federal Highway Administration will then consider if there are changes in the urbanized area that need to be made. The discussion of TPO boundaries may also need to reflect on discussions that resulted from the development of the ECRC Regional Rural Transportation Plan if there are TPO boundary adjustments to be made in response to the Census.

- **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. [26] 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.

- **Aspirational Projects:** In development of the Needs Plan, there are a number of Illustrative or Aspirational Projects to be carried forward for further consideration in subsequent Long-Range Transportation Plan updates. These projects are listed in **Table 52.**

Table 52. Illustrative or Aspirational Projects for Future Consideration

Corridor	Limits	Description
Florida Projects		
Outer Beltway Connector[27]	From SR87 (Santa Rosa County) to US29 (Escambia County)	New 4 Lane Limited Access Facility
US 29 Connector East Bypass / CR 184 Quintette Road	From US 29 (SR 95) to CR 197 Chumuckla Hwy / Five Points	Provide 4 Lanes of Capacity and Replace Quintette Road Bridge
US 29 Connector West Bypass	From US 29 (SR 95) to US 90 (SR 10)	Provide 4 Lanes of Capacity
I-110 Gateway Phase I and II / I-110 Interchange at Cervantes / Chase / Gregory	Cervantes / Chase / Gregory	I-110 Gateway Long-Term Vision Modification / Elimination of Elevated Portion of I-110
I-10 to I-65 Connector	From I-10 (SR 8) to I-65	Provide 4 Lanes of Capacity
Alabama Projects		
AL CR 83 (Baldwin Beach Express) Extension	From I-10 (SR 8) to I-65	New 2 or 4 Lanes New Capacity
US 90 / US 98 Connector	US 90 / US 98 Connector	Provide 4 Lanes of Capacity
Multi-Modal Projects		
Commuter Rail - East	Downtown Pensacola to Milton	Peak Hour Rail Service
Commuter Rail - West	Downtown Pensacola to Cantonment Area	Peak Hour Rail Service
Regional AMTRAK Service	From New Orleans, LA to Jacksonville, FL	Regional AMTRAK Service

[26] *America 2050: An Infrastructure Vision for 21st Century America.* America 2050. www.america2050.org.

[27] From the 2040 Long-Range Transportation Plan Update: The proposed northern bypass may conflict with the Santa Rosa Creek Indian Tribal grounds on Willard Norris Road. The TPO staff reviewed the Purpose and Need Statement and the Efficient Transportation Decision Making impacts for the Northern Bypass and could not locate any references to the Santa Rosa Creek Indian Tribal Grounds. If a PD&E Study occurs on this facility, the Santa Rosa Creek Indian Tribal Grounds need to be considered and their members need to be consulted when developing alternatives.

Appendix A: Resolutions

Resolution FL-AL 20-14 (Needs Plan) A-2

Resolution FL-AL 20-24 (Cost Feasible Plan) A-3

Resolution FL-AL 21-04 (Cost Feasible Plan Amendment 1) A-4

RESOLUTION FL-AL 20-14

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING THE 2045 FLORIDA-ALABAMA LONG-RANGE TRANSPORTATION PLAN NEEDS PLAN

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

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) Long-Range Transportation Plan 2045 Update, developed pursuant to Part 23 Section 134(i), Code of Federal Regulations and Chapter 339.175 (7) Florida Statutes; and

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) approved the Long-Range Transportation Plan 2045 Update Scope of Services on February 13, 2019; and

WHEREAS, a task in the Long-Range Transportation Plan 2045 Update Scope of Services is development of a Needs Plan; and

WHEREAS, the Long-Range Transportation Plan 2045 Needs Plan was presented and reviewed by a Steering Committee consisting of members of the TPO's Technical Coordinating Committee, Citizens' Advisory Committee, and other members of the Transportation Industry, and

WHEREAS; the Long-Range Transportation Plan 2045 Needs Plan was presented at a virtual public meeting and considered results of transportation survey; and

WHEREAS; the Long-Range Transportation Plan 2045 Needs Plan contains multi-modal projects;

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

The Florida-Alabama TPO approves the Needs Plan for its 2045 Long-Range Transportation Plan Update.

Passed and duly adopted by the Florida-Alabama TPO on this 8th day of July 2020.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chairman

STATE OF FLORIDA

ATTEST: _____

FL-AL TPO July 2020 Agenda

RESOLUTION FL-AL 20-24

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2045 FLORIDA-ALABAMA LONG-RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

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

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) 2045 Long-Range Transportation Plan is developed pursuant to Part 23 Section 450.324, Code of Federal Regulations and Section 339.175(7), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, the 2045 Cost Feasible Plan was presented at a virtual public workshop and a questionnaire was disseminated online, through community groups, and at local libraries within the TPO area; and

WHEREAS, the 2045 Cost Feasible Plan was presented and reviewed by the LRTP Steering Committee members on August 11, 2020 and September 28, 2020; and

WHEREAS, the 2045 Cost Feasible Plan contains multi-modal projects;

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

The Florida-Alabama TPO adopts the 2045 Cost Feasible Plan.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 14th day of October 2020.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chairman

ATTEST: _____

RESOLUTION FL-AL 21-04

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE 2045 FLORIDA-ALABAMA LONG-RANGE TRANSPORTATION PLAN COST FEASIBLE PLAN

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

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) 2045 Long-Range Transportation Plan is developed pursuant to Part 23 Section 450.324, Code of Federal Regulations and Section 339.175(7), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, the 2045 Cost Feasible Plan was presented at a virtual public workshop; and

WHEREAS, the 2045 Cost Feasible Plan contains multi-modal projects; and

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

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

The Florida-Alabama TPO amends the 2045 Florida-Alabama Long Range Transportation Plan Cost Feasible Plan by correcting the Non-SIS Revenue forecast in comparison to Non-SIS Project Cost, adding 1 boxed fund project, changing 4 projects from fully funded to partially funded, partially funding 3 projects, and elimination of funding for two projects.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 13th day of January 2021.

STATE OF FLORIDA

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Steven Barry, Chairman

ATTEST: _____



Appendix B: Checklists

Federal Requirements B-2

State Requirements B-9

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? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(a)	Yes. The planning horizon is FY26-45, incorporating the current five years of the TIP. Appendix H and I provide 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)? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. Risk and Resiliency Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation? Travel and Tourism Does that plan enhance travel and tourism? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(a)	Yes. The planning factors are address in Appendix B to show incorporation in the Goals and Objectives. Section 7.5 addresses fiscal constraint. 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. In addition, Section 6.2.7 provides in-depth discussion of how transportation projects were screened for traditionally underserved communities using a new equity analysis GIS tool. Section 2.2.2 addresses Tribal coordination. Section 2.2.3 addresses Resource Agency coordination. Appendix D provides the System Performance Report linking to Strategic Highway Safety Plan consistency. Sections 1.10 and 6.3.2 address the freight network and projects. Section 6.3.3 addresses environmental mitigation and consultation. Section 6.3.4 addresses the linkage to the Congestion Management Process. Section 6.3.5 addresses linkages to ADA plans. Section 6.3.6 addresses multi-modal feasibility. Section 6.3.7 addresses emerging technology such as Mobility on Demand. Sections 2.2.5 and 6.3.9 address risk and resiliency. Sections 2.2.4 and 6.3.8 address tourism. Appendix F provides the Revenue Forecast.

	Section A- Federal Requirements	Where and How Addressed
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? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(b)	Yes. Section 6.3.4 addresses the linkage to the Congestion Management Process. Section 6.3.5 addresses linkages to ADA plans. Section 6.3.6 addresses multi-modal feasibility. Sections 1.10 and 6.3.2 address the freight network and projects. In addition, this LRTP incorporates the Bicycle / Pedestrian projects into the Needs Plan from the FL-AL Bike / Ped Plan.
A-4	Was the requirement to update the plan at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(c)	Yes. Section 1 addresses the 2040 Plan was adopted November 3, 2015. The 2045 Plan was adopted October 14, 2020.
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)? 23 C.F.R. 450.324(d)	Not applicable. The FL-AL TPO area is not in a nonattainment area for ozone or carbon monoxide.
A-6	Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(e)	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? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 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.

	Section A- Federal Requirements	Where and How Addressed
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? 23 C.F.R. 450.324(f)(2)	Yes. Section 6.3.6 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)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(3)	Yes. Section 6.3.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report.
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? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(4)(i)	Yes. Section 6.3.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report.

	Section A- Federal Requirements	Where and How Addressed
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: (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; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148; (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d); (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.306 (d)(4)	Yes. Section 6.3.4 addresses the linkage to the Congestion Management Process. Appendix D provides the System Performance Report. 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. Sections 1.10 and 6.3.2 address the freight network and projects.
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? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(5)	Yes. Section 7.3.6 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
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? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(6)	Yes. Section 6.3.4 addresses the linkage to the Congestion Management Process. The FL-AL 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 needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters? 23 C.F.R. 450.324(f)(7)	Yes. Section 7.3.6 address Operations and Maintenance. Section 4.3 includes discussion of operational and integrated as part of the Evaluation Criteria.
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)? 23 C.F.R. 450.324(f)(8)	Yes. Section 6.3.6 addresses multi-modal feasibility. Section 7.3.3 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? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(9)	Yes. Section 6.2.11 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? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(10)	Yes. Section 6.3.3 discusses environmental mitigation options.
A-18	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(11)	Section 7.5 addresses fiscal constraint. Appendices H and I provide the 20-year financial plan spreadsheets.

	Section A- Federal Requirements	Where and How Addressed
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? 23 C.F.R. 450.324(f)(11)(i)	Yes. Section 5 provides a discussion of Financial Resources.
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)? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(11)(ii)	Yes. Section 5 provides a discussion of Financial Resources. Escambia County Area Transit (ECAT) was actively involved in the Steering Committee and participated in approval 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? 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)? 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? 23 C.F.R. 450.324(f)(11)(vi)	Not applicable. The FL-AL 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.
A-24	Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)? 23 C.F.R. 450.324(f)(12)	Yes, This LRTP incorporates the Bicycle / Pedestrian projects into the Needs Plan from the FL-AL Bike / Ped Plan. Section 6.3.6 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? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(h)	Yes. Both the Florida SHSP and the Alabama SHSP were included in analysis of the Goals and Objectives in the development of this Long-Range Transportation Plan. The Evaluation Criteria prioritized Safety and Security as the highest-weighted category, prioritizing projects on evacuation routes, and projects on corridors with higher crash rates. Safety performance measures and targets are further discussed in the new Systems Performance Report, provided in **Appendix 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? 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 Florida-Alabama TPO.

	Section A- Federal Requirements	Where and How Addressed
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)? 23 C.F.R. 450.324(j)	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-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? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 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? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 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? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 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. In addition, Section 6.2.7 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
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? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 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? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(viii)	Yes. Section 7.4 discusses public review of the Cost Feasible Plan. Section 7.8.1 discusses the public workshop for the Amendment.
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? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 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? 23 C.F.R 450.316(c)	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.
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? 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 6.3.3 addresses environmental consultation. Military representatives were also actively involved in the Steering Committee to make recommendations on project affecting the several area military bases.

	Section A- Federal Requirements	Where and How Addressed
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? 23 C.F.R. 450.314(e)	ECRC ensures coordination between the FL-AL TPO and the Okaloosa-Walton TPO which joins the boundary on the east side. The O-W TPO LRTP planner was also actively involved in meetings of the FL-AL LRTP to foster communications. US98 (SR30) in Santa Rosa County is also part of the Okaloosa-Walton TPO study area. Appropriate coordination was held and the project is consistent with that TPO's LRTP.

	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: • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; • Increase the safety and security of the transportation system for motorized and non-motorized users; • Increase the accessibility and mobility options available to people and for freight; • Protect and enhance the environment, promote energy conservation, and improve quality of life; • Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; • Promote efficient system management and operation; and • Emphasize the preservation of the existing transportation system.	• Goal D includes Objectives to increase accessibility and mobility of people and goods. An example of an Accessibility project is discussed in Section 6.4.5. Bicycle and Pedestrian projects are discussed in Section 6.3. The freight network is discussed in section 1.10 and in Section 6.4.2. For the 2045 LRTP, additional emphasis was placed on Corridor / Complete Streets projects (Section 6.3). • The Mission Statement for this LRTP aims to promote a safe, secure, and efficient system that offers mobility options for all users (Section 3.3). Goal A focuses on a system that is safe and secure (Section 3.3). Safety and Security is addressed in the Evaluation 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. • Goal D includes Objectives to increase accessibility and mobility of people and goods. An example of an Accessibility project is discussed in Section 6.4.5. Bicycle and Pedestrian projects are discussed in Section 6.3. The freight network is discussed in section 1.10 and in Section 6.4.2. For the 2045 LRTP, additional emphasis was placed on Corridor / Complete Streets projects (Section 6.3). • The Vision Statement for this LRTP includes the need to protect the environment, and improve quality of life (Section 3.3). Goal F focuses on a transportation system that respects 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. • Goal D includes Objectives to increase accessibility and mobility of people and goods. An example of an Accessibility project is discussed in Section 6.4.5. Bicycle and Pedestrian projects are discussed in Section. The freight network is discussed in section 1.10 and in Section 6.4.2. For the 2045 LRTP, additional emphasis was placed on Corridor / Complete Streets projects (Section 6.3). • The Mission Statement for this LRTP aims to promote a safe, secure, and efficient system that offers mobility options for all users (Section 3.3). Goal C focuses on a system that is maintained and operated efficiently. • Section 7.5 addresses non-capacity Operations and Maintenance.

	Section B- State Requirements	Where and How Addressed
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.	ECAT 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). For the 2045 LRTP, additional emphasis was placed on Corridor / Complete Streets projects (Section 6.3). Bicycle / Pedestrian projects are also included (Section 6.3).
B-3	The process for developing such plans and programs shall provide for consideration of all 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.]	The composition of the Steering Committee (Section 6.2.7) was designed to fulfill the 3C 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 I. 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 increase the region's economic competitiveness (Section 3.3). Goal E 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, and the Alabama Department of Economic and Community Affairs were both included on direct outreach from ECRC for agency coordination on this LRTP (Section 2.2.3). Goal D includes Objectives to increase accessibility and mobility of people and goods. An example of an Accessibility project is discussed in Section 6.4.5. Bicycle and Pedestrian projects are discussed in Section 6.3. The freight network is discussed in section 1.10 and in Section 6.4.2. For the 2045 LRTP, additional emphasis was placed on Corridor / Complete Streets projects (Section 6.3).
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 of local government located within the jurisdiction of the MPO. [s.339.175(7), F.S.]	Section 1.16 discusses how local planning documents were reviewed for goals and objectives and specific projects including the Escambia County Comprehensive Plan, the Santa Rosa County Comprehensive Plan, and the City of Orange Beach Community Preservation and Growth Management Plan in Baldwin County, Alabama. In addition, representatives of the Steering Committee provided local government representation to ensure locally-important projects and needs were considered (Section 6.2.7).

	Section B- State Requirements	Where and How Addressed
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, and improve quality of life (Section 3.3). Goal F focuses on a transportation system that respects 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 and specific projects including the Escambia County Comprehensive Plan, the Santa Rosa County Comprehensive Plan, and the City of Orange Beach Community Preservation and Growth Management Plan in Baldwin County, Alabama. 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: • 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 7.2.6. Goal D includes Objectives to increase accessibility and mobility of people and goods. An example of an Accessibility project is discussed in Section 6.4.5. Bicycle and Pedestrian projects are discussed in Section 6.3. The freight network is discussed in section 1.10 and in Section 6.4.2. For the 2045 LRTP, additional emphasis was placed on Corridor / Complete Streets projects (Section 6.3). 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 7.2.6. Goal D includes Objectives to increase accessibility and mobility of people and goods. An example of an Accessibility project is discussed in Section 6.4.5. Bicycle and Pedestrian projects are discussed in Section 6.3. The freight network is discussed in section 1.10 and in Section 6.4.2. For the 2045 LRTP, additional emphasis was placed on Corridor / Complete Streets projects (Section 6.3). For the Needs Plan, a Multi-Modal Scenario was developed (Section 7.2.3). The FL Transportation Plan and AL Statewide Transportation Plan were 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). ECRC ensures coordination between the FL-AL TPO and the Okaloosa-Walton TPO which joins the boundary on the east side. The O-W TPO LRTP planner was also actively involved in meetings of the FL-AL LRTP to foster communications. US98 (SR30) in Santa Rosa County is also part of the Okaloosa-Walton TPO study area. Appropriate coordination was held and the project is consistent with that TPO's LRTP.

	Section B- State Requirements	Where and How Addressed
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 I lists the projects and funding in the Cost Feasible Plan and shows funding needs beyond the scope of the 20-year planning horizon. Section 7.7.3 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.
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 2045 LRTP, additional emphasis was placed on Corridor / Complete Streets projects (Section 6.3). 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 FL-AL TPO conducted a roll-call vote of its members on January 13, 2021 to adopt Amendment 1 of this LRTP.



Appendix C: Area Profile

Study Area Characteristics and Trends C-2
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1.2 Households C-5
1.3 Employment C-7
1.4 Income C-11
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Study Area Characteristics and Trends

The purpose of this section is to describe the historical and projected future trends in the study area socioeconomic characteristics to provide the context for other components of the LRTP.

For analytical purposes of this section, and given data availability at the county-level, the LRTP study area Region encompasses all of Escambia and Santa Rosa Counties- essentially the Pensacola Metropolitan Statistical Area (MSA)[28].

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 rose by 158,200 during the 1990 to 2019 timeframe, reaching the estimated total of 502,600 in 2019 (the latest year of available data). This equated to a compound average annual growth rate (CAAGR) of 1.3 percent, which was below the corresponding Statewide CAAGR of 1.8 percent, but exceeded the U.S. national average pace of 1.0 percent per annum since 1990.

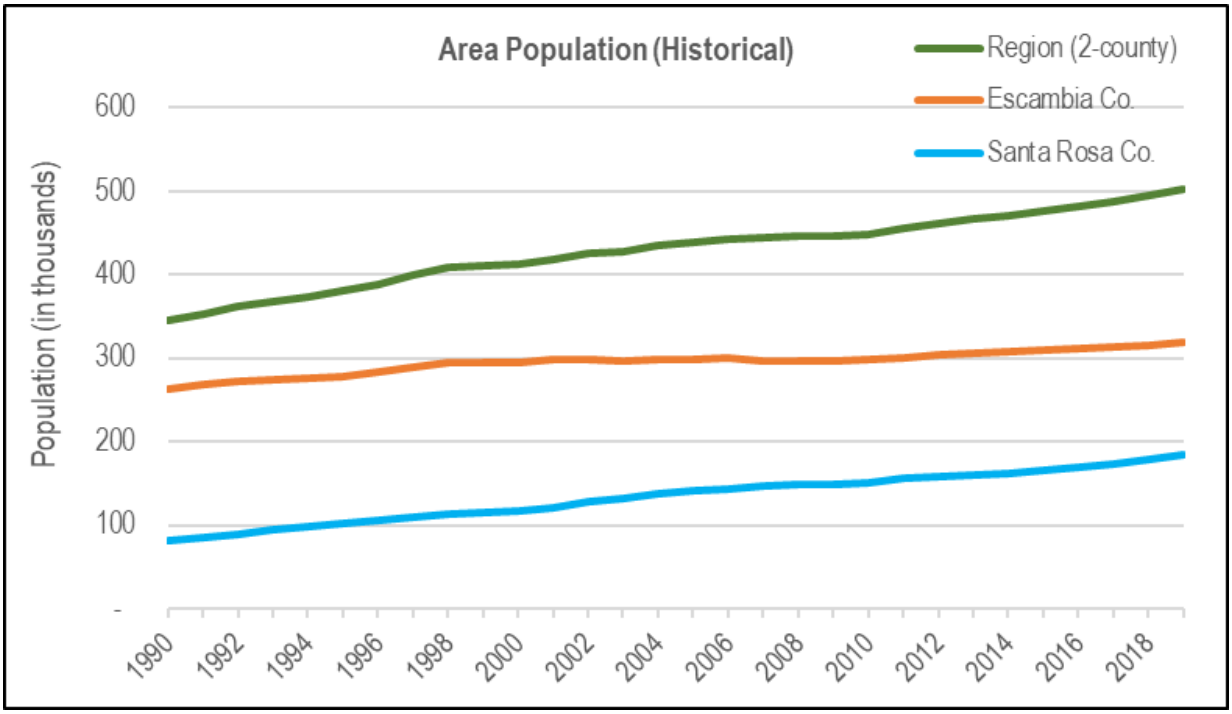
Table 1: Regional Population – Summary

Area	Population			Absolute Increase		Annual Growth Rate	
	1990	2019	2045	1990-2019	2019-2045	1990-2019	2019-2045
Escambia Co.	262,445	318,316	365,200	55,871	46,884	0.7%	0.5%
Santa Rosa Co.	81,961	184,313	244,200	102,352	59,887	2.8%	1.1%
Region (2-county)	**344,406**	**502,629**	**609,400**	**158,223**	**106,771**	**1.3%**	**0.7%**
Florida	12,938,071	21,477,737	27,266,900	8,539,666	5,789,163	1.8%	0.9%

Sources: Census, 2020 and BEBR, 2020

[28] Note that in addition to the MSA, a small portion of Baldwin County, Alabama also falls within the TPO LRTP boundary. The Alabama portion of the TPO is assumed to grow at rates similar to the larger Region. Additional Area Profile for Orange Beach, AL is provided at the end of this Appendix.

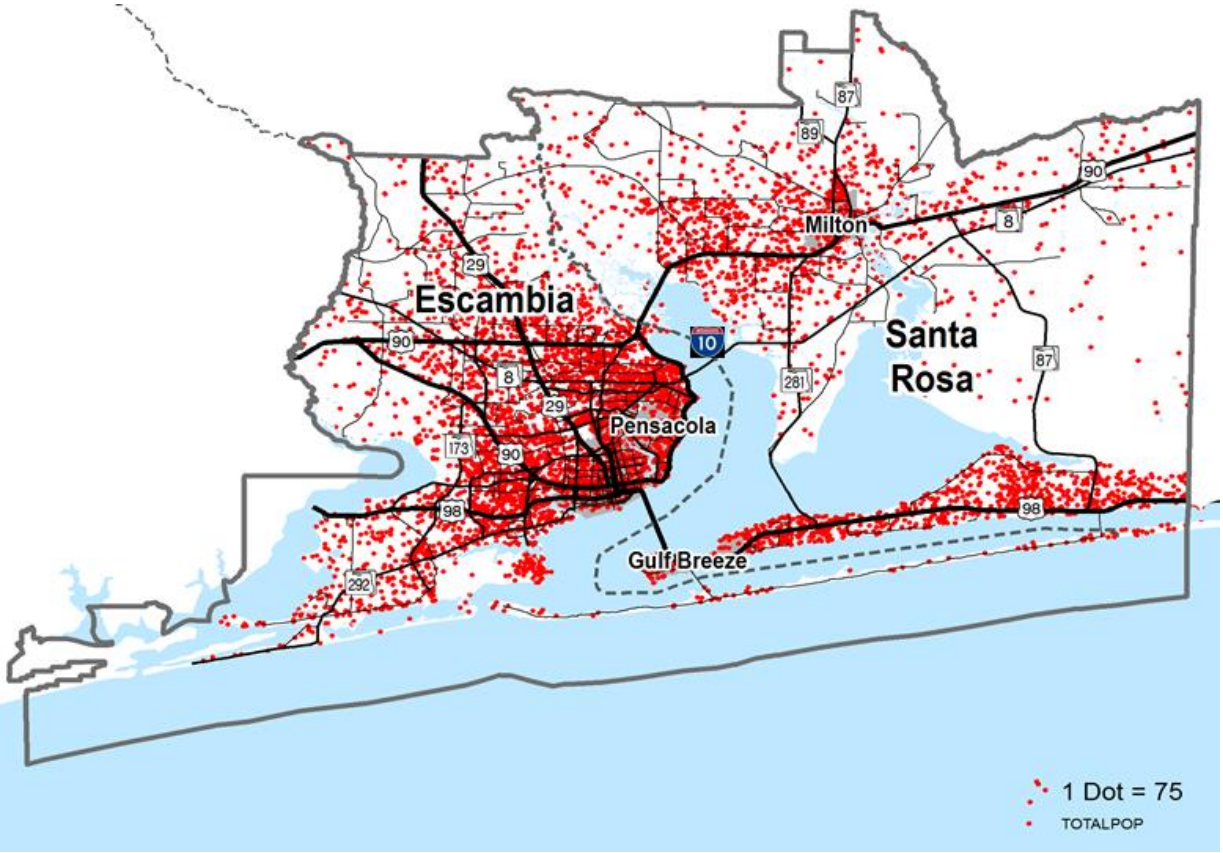
Figure 1: Regional Population – Historical Trend



Source: Census, 2020

Figure 2 illustrates a mapping of population density in the area, placing the population into the area's land area context. The average density of the Region was around 245 people per square mile in 2019, which is lower than the statewide average of 401, but over twice as dense as the U.S. as a whole. As expected, the density within the area is unevenly distributed, with concentrations in Pensacola, Gulf Breeze, Navarre, and Milton areas, as well as along the major transportation corridors, such as U.S. 98 and U.S. 90. It can be naturally expected to grow with further clustering over time, with corresponding increases in demand for transportation infrastructure to accommodate it.

Figure 2: Area Population Density

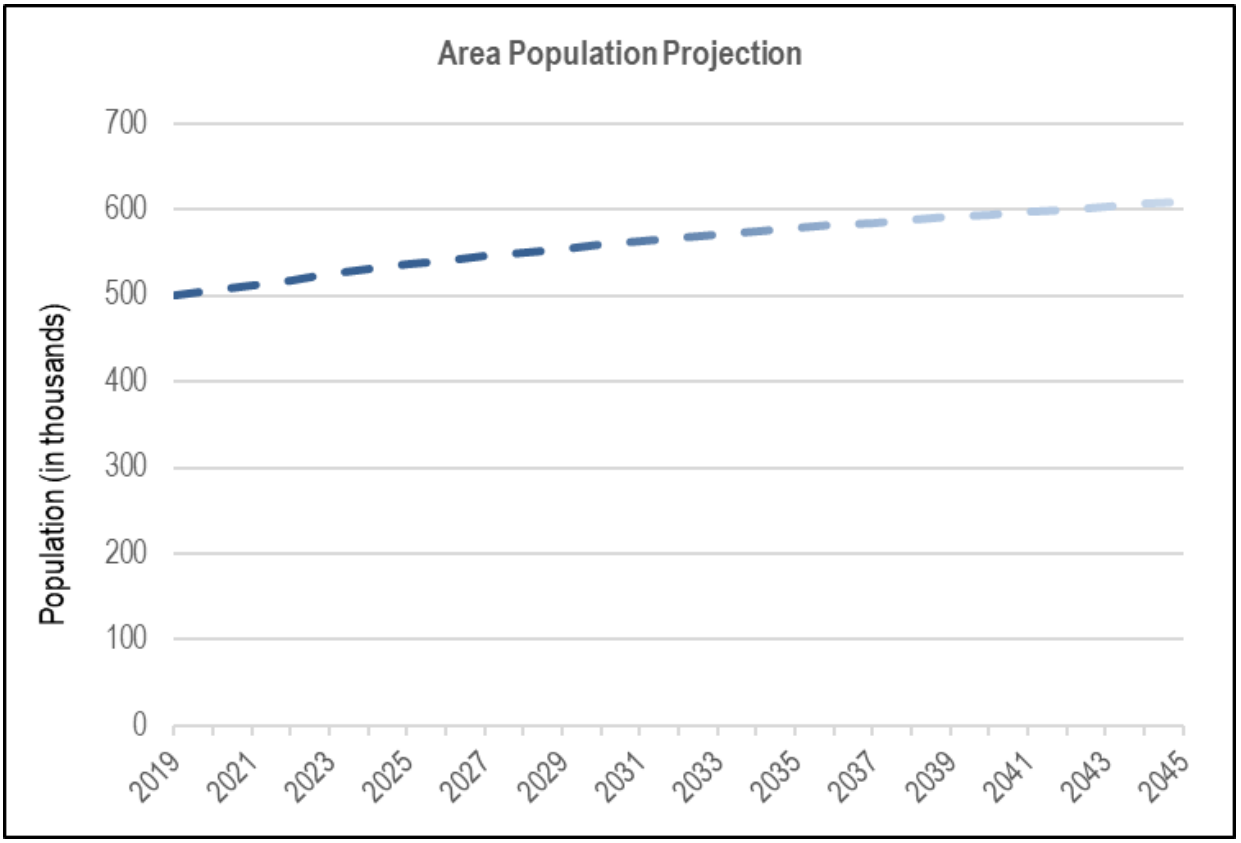


According to the Bureau of Economic and Business Research (BEBR) latest projections[29], the Regional population is expected to reach almost 610,000 in year 2045 (see Table 1 and Figure 3). This is a 106,800 increase (or 0.7 percent annually on average) from the 2019 level. This growth rate, however, 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 considerable differentials exist in terms of both the historical and projected population growth rates between the two constituent counties, with Santa Rosa expanding at a much faster pace than Escambia in the last three decades (i.e., 2.8 percent vs. 0.7 percent), and also going forward (1.1 percent vs. 0.5 percent).

[29] 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 since 1990 (see Table 2). There were 182,700 households in the Region as of 2018, an increase of 53,500. That was equivalent to an annual pace of 1.3 percent, which was somewhat below the corresponding State average of 1.5 percent per year. The average household size in the County is about 2.6, which is similar to the State average.

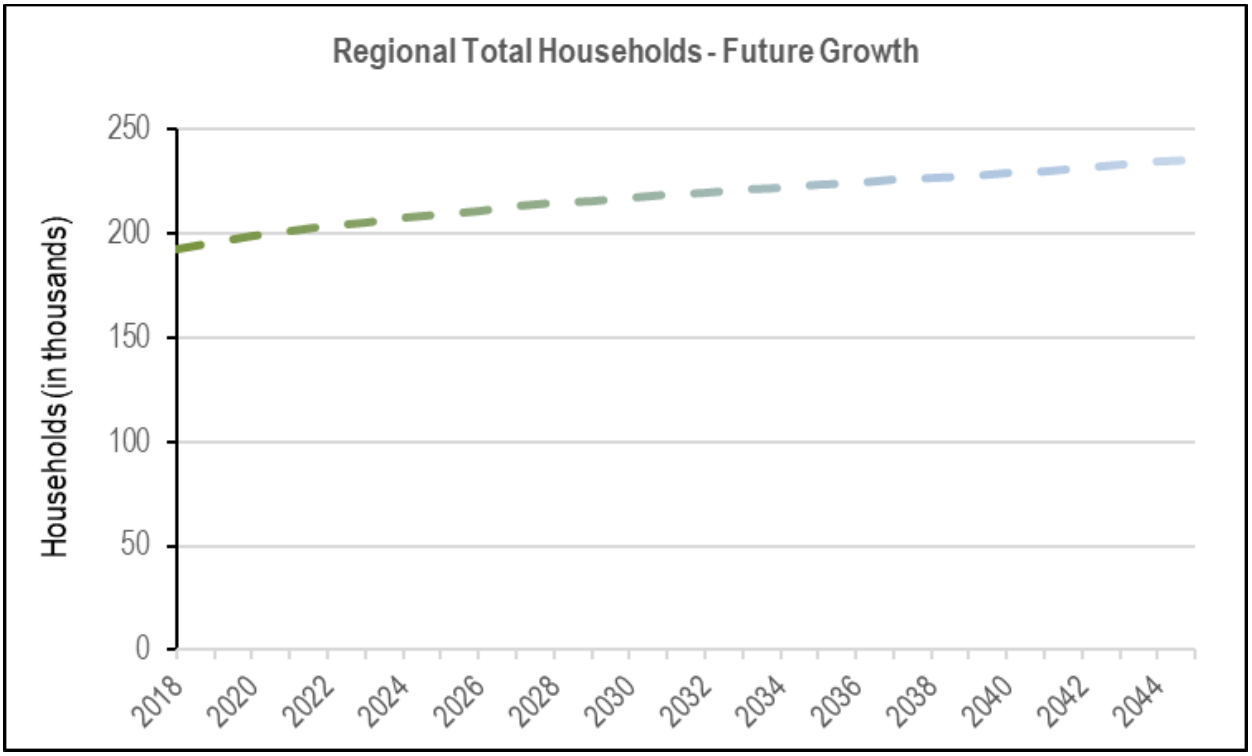
Based on Woods & Poole Economics (W&P, 2019) projections, future average growth rate of households in the Region is forecasted to decelerate to 0.9 percent per annum through 2045, and reach about 236,000 in that outer year (see Table 2 and Figure 4), which will be comparatively slower than Florida as a whole (at 1.4 percent per year). Within the Region, household growth in Santa Rosa County has exceeded the pace in Escambia County by about four times.

Table 2: Regional Households – Summary

Area	Households			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Escambia Co.	99,212	118,820	133,000	19,608	14,180	0.7%	0.4%
Santa Rosa Co.	30,016	63,891	102,955	33,875	39,064	2.8%	1.7%
Region (2-county)	129,228	182,711	235,955	53,483	53,244	1.3%	0.9%
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 a key driver behind commuting flows. According to the Bureau of Economic Analysis (BEA), the Region's total employment expanded by almost 87,000 (equivalent to a 1.5 percent CAAGR) between 1990 and 2018, reaching the level of 254,200 in 2018. This growth rate was slower than the corresponding State average of 2.2 percent per annum.

Table 3: Regional Employment – Summary

Area	Employment			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Escambia Co.	140,024	190,463	238,554	50,439	48,091	1.1%	0.8%
Santa Rosa Co.	27,225	63,720	102,154	36,495	38,434	3.1%	1.8%
Region (2-county)	**167,249**	**254,183**	**340,708**	**86,934**	**86,525**	**1.5%**	**1.1%**
Florida	6,740,289	12,462,208	18,003,378	5,721,919	5,541,170	2.2%	1.4%

Source: BEA 2020; and Woods & Poole, 2019

From an Industry composition standpoint, one can observe that the regional employment is service sector oriented, with the largest industries being government, health care, retail trade, accommodations and food services, and administrative services (see Table 4).

Table 4: Regional Industry Employment

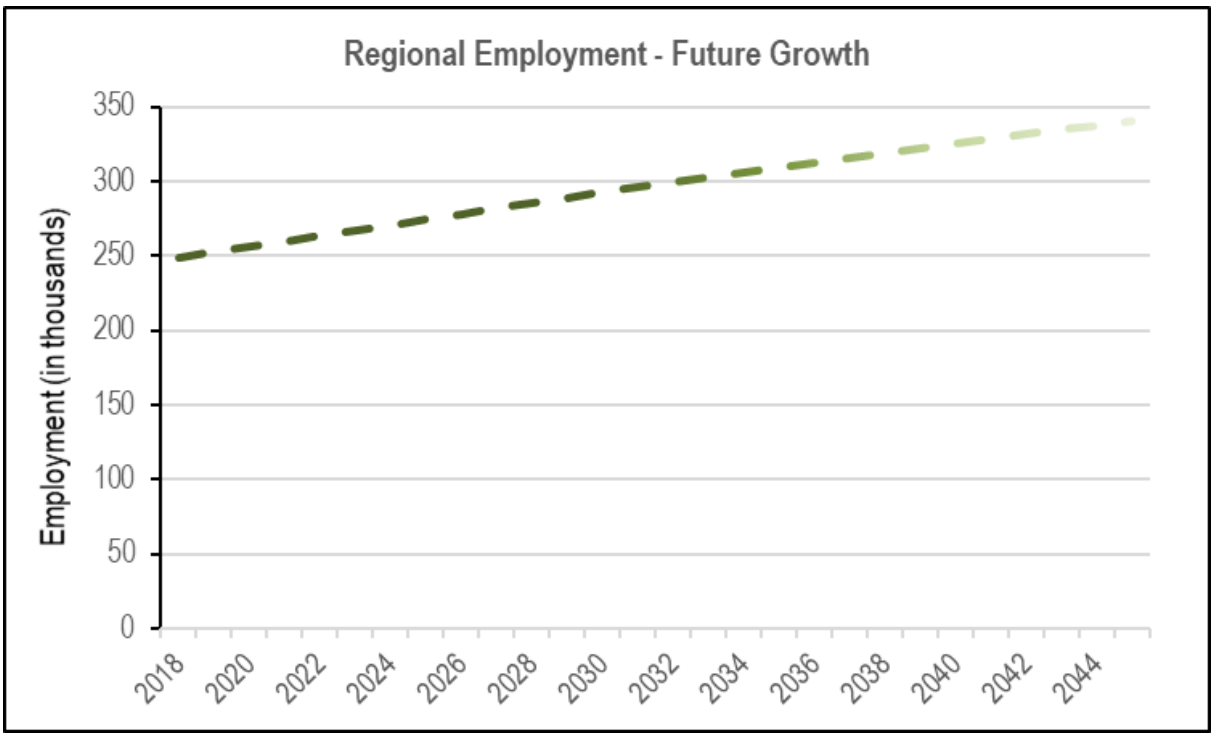
Industry	Employment (in 2018)	Ranking
Government and government enterprises	39,696	1
Health care and social assistance	31,024	2
Retail trade	29,488	3
Accommodation and food services	23,547	4
Administrative/support/waste management/remediation	19,268	5

Source: BEA, 2020.

Growth in employment is forecast to decelerate to 1.1 percent through 2045, when total employment in the Region is expected to reach 340,700 (see Table 3, and Figure 5), based on W&P projections. This rate is faster than those of population and households, but more cyclical, and also slower than the State average (1.4 percent per year).

Within the Region, one could observe a much stronger (over twice) pace of historical and future employment growth in Santa Rosa County compared to the more mature Escambia County.

Figure 5: Regional Employment – Projected Trend



Source: Woods & Poole, 2019

1.3.1 Unemployment Rate

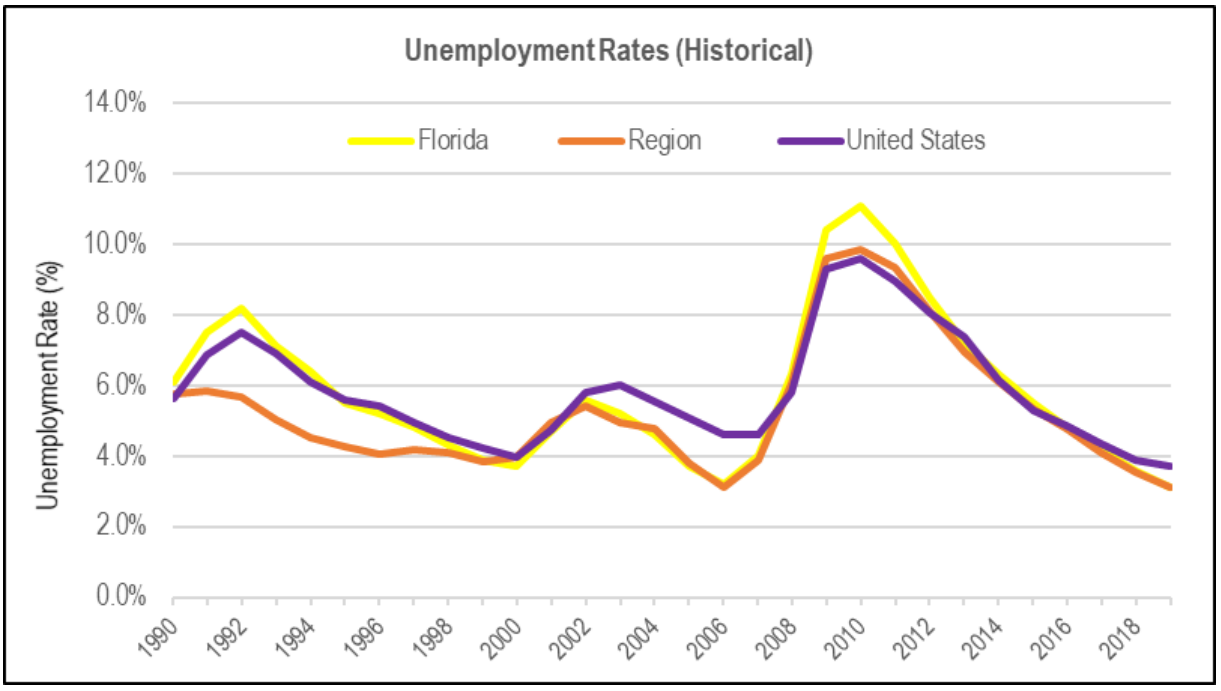
Table 5 and Figure 6 illustrate annual unemployment rates between 1990 and 2019, based on the Bureau of Labor Statistics (BLS) data. Historical unemployment rates for the Region and the State have generally trended closely with those for the Nation, but with regional rate consistently below the rates for the other two larger geographies. The regional unemployment rate was in the 3 percent to 6 percent range during the pre-Great Recession years of early 2000s. The unemployment rates then spiked to near 10 percent peaking in 2010, and then gradually declined back to about 3 percent in 2019. The unemployment rate in the Region averaged 6.1 percent in the last decade. Low unemployment rates indicate improvements and reduced slack in the area labor market, which is, ceteris paribus, favorable for 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
Escambia Co.	5.8%	4.0%	10.1%	3.2%	-2.6%	5.4%	6.3%
Santa Rosa Co.	5.5%	3.8%	9.3%	3.0%	-2.5%	5.0%	5.7%
Region (2-county)	**5.8%**	**4.0%**	**9.8%**	**3.1%**	**-2.6%**	**5.3%**	**6.1%**
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) per-capita income is presented in Table 6. The regional per capita annual income is estimated to have stood at about $40,000 (in 2012 constant dollars) in 2018, which is $13,600 above the 1990 inflation-adjusted level of $26,400. This is a result of real growth of 1.6 percent per year since 1990, a pace stronger than that experienced in Florida Statewide (by 1.4 percent). However, the Region's recent income level was still about $6,000 below the State average of almost $46,000 per annum.

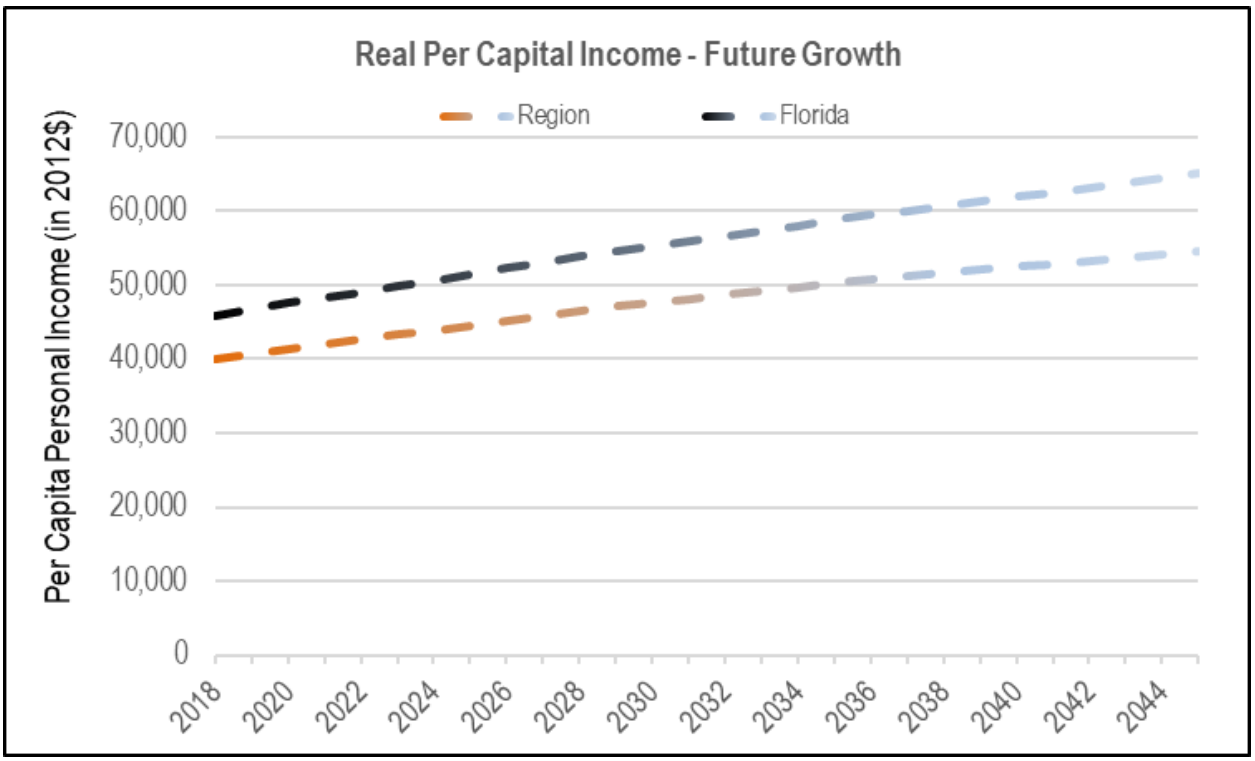
Looking ahead, the per capita income is projected to rise by 1.1 percent on average through 2045, and reach $54,700, but due to a relatively slower growth rate that is projected to remain below the Florida-wide average level of 65,000 in 2045 (see Figure 7), based on W&P forecasts. The per capita income in Santa Rosa County is currently about $1,000 higher and will likely continue to exceed the corresponding levels in Escambia County in the coming two decades.

Table 6: Regional Real Per Capita Income – Summary

Area	Real Personal Per Capita Income (in 2012$)			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Escambia Co.	$26,471	$39,247	$54,199	$12,776	$14,952	1.5%	1.2%
Santa Rosa Co.	$25,961	$41,277	$55,244	$15,316	$13,967	1.7%	1.0%
Region (2-county)	**$26,350**	**$39,978**	**$54,658**	**$13,629**	**$14,680**	**1.6%**	**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

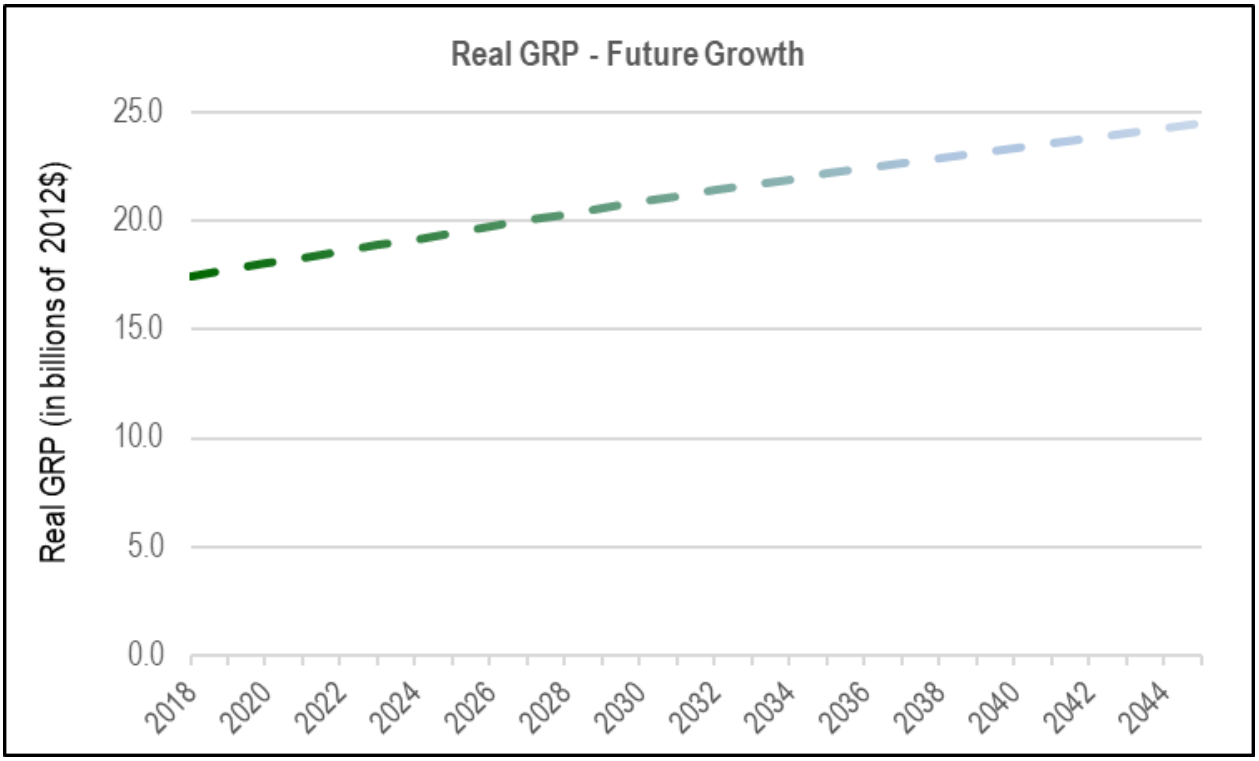
1.5 Real Gross Regional Product

Real Gross Regional Product (GRP), a measure equivalent to the national GDP, but at a sub-state level such as for a county or a combination of counties, has grown in the Region at a fairly good average annual pace of 2.4 percent since 1990, and is estimated to have recently reached $18 billion in the value of its total goods and services produced in 2018 (BEA, 2020), as shown in Table 7. After decelerating to 1.1 percent annually over the next quarter century that value is projected to increase to $24.5 billion per year in 2045 (see Table 7 and Figure 8), compared to about $1.8 trillion and 2.4 percent per annum at the Statewide scale (W&P, 2019). It is also noteworthy that although considerably smaller level-wise, the GRP of Santa Rosa County has grown, and is projected to rise at an average rate of about twice that of Escambia County's.

Table 7: Regional Real GRP – 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
Escambia Co.	$8,190	$14,134	$18,543	$5,943	$4,409	2.0%	1.0%
Santa Rosa Co.	$1,287	$3,836	$5,976	$2,550	$2,140	4.1%	1.6%
Region (2-county)	**$9,477**	**$17,970**	**$24,519**	**$8,493**	**$6,549**	**2.4%**	**1.1%**
Florida	$413,913	$924,873	$1,793,487	$510,960	$868,614	3.0%	2.4%
Source: BEA, 2020; and Woods & Poole Economics, 2019							

Figure 8: Regional Real GRP – Projected Trend

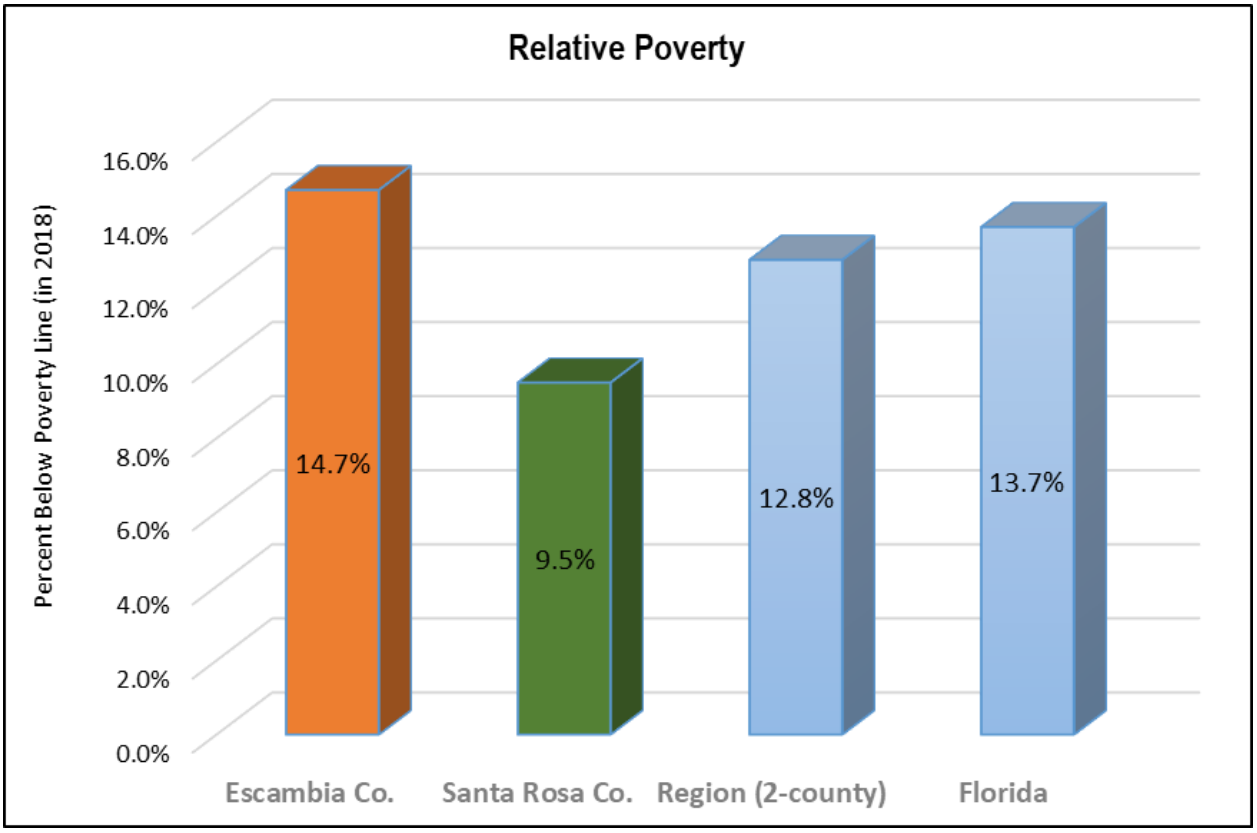


Source: Woods & Poole, 2019

1.6 Poverty Rate

Related to income, the poverty rate in the Region recently stood at 12.8 percent, which was below the statewide average of 13.7 percent, based on Florida EDR data (see Figure 9). However, while the poverty rate in Santa Rosa County was relatively low at 9.5 percent, the rate in Escambia County (at 14.7 percent) exceeded the Statewide average by a percentage.

Figure 9: Regional Poverty Rate



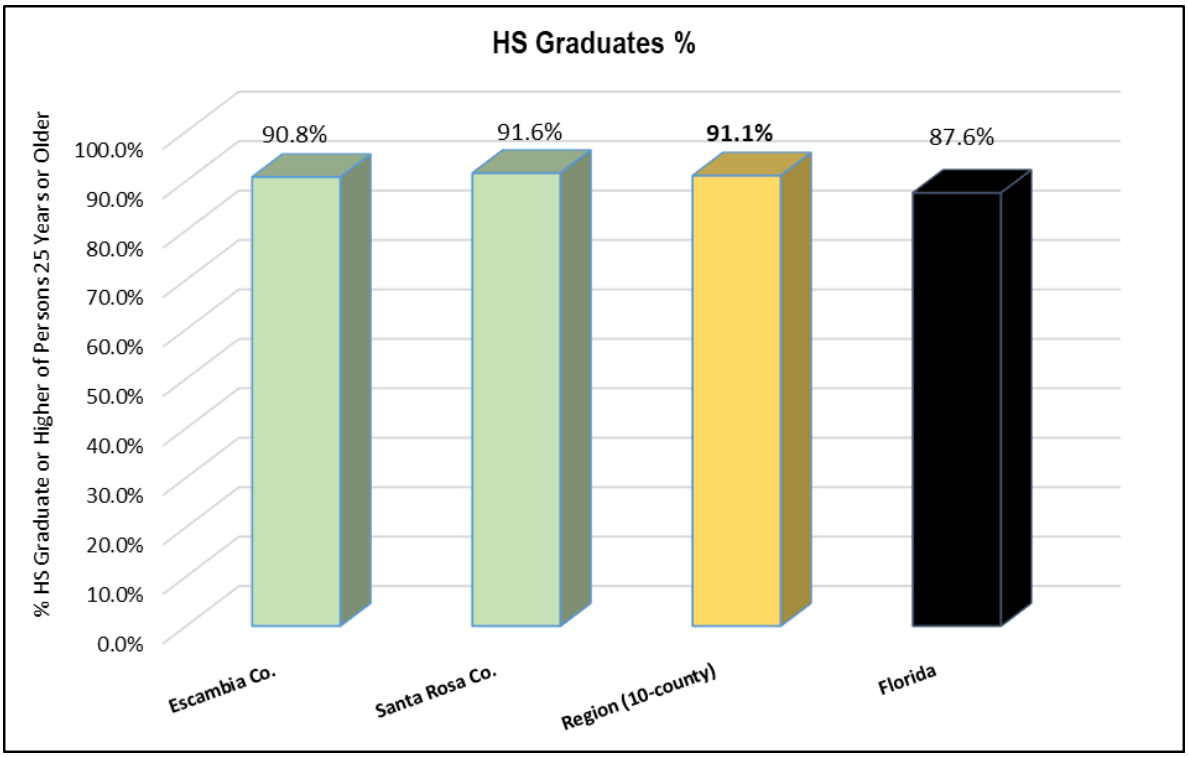
Source: Florida EDR, 2020

1.7 Educational Attainment

When it comes to the educational attainment of the Region's residents, the picture is somewhat mixed. When looking at one metric of high school graduates as percentage of adult population (25 years of age or older), the regional average fares quite well at 91.1 percent, which is stronger than the Florida average of 87.6 percent, according to Florida EDR (see Figure 10).

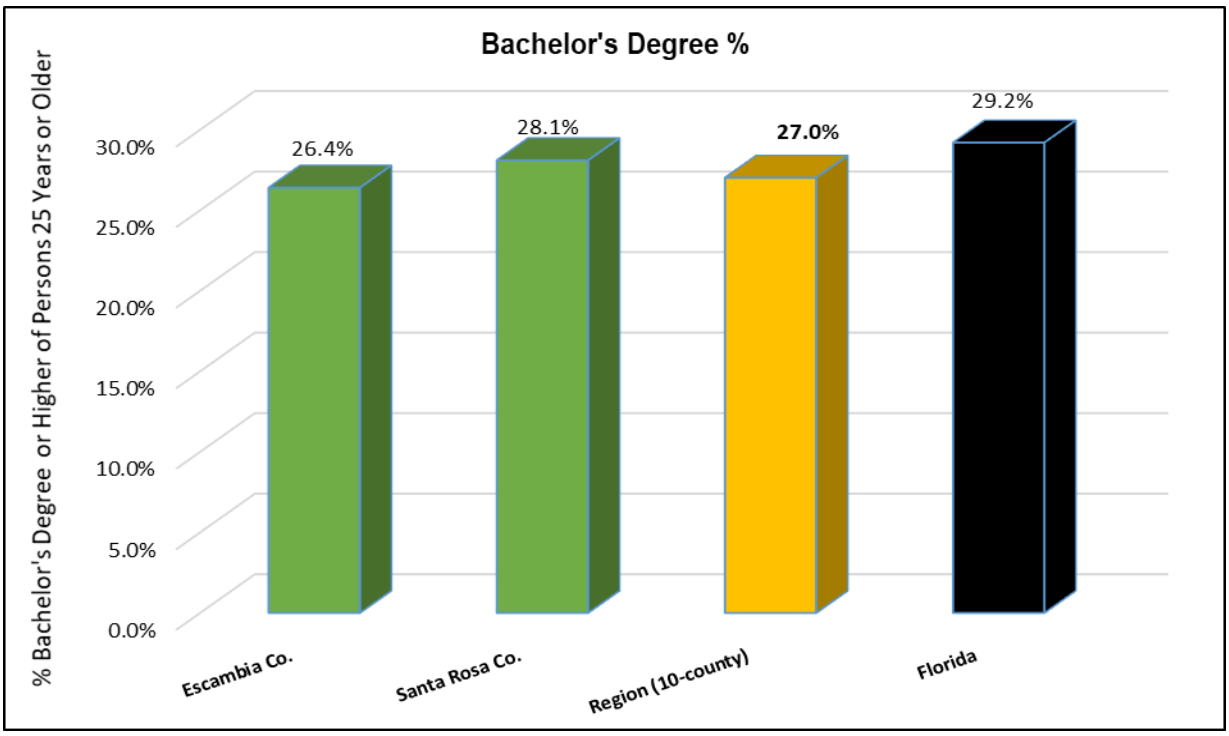
However, compared to the shares of bachelor or higher degree holders, the regional average at 27 percent is below the Florida Statewide average of 29.2 percent (see Figure 11), with both counties (Santa Rosa at 28.1 percent, and Escambia at 26.4 percent) with room for improvement. This could be addressed 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)

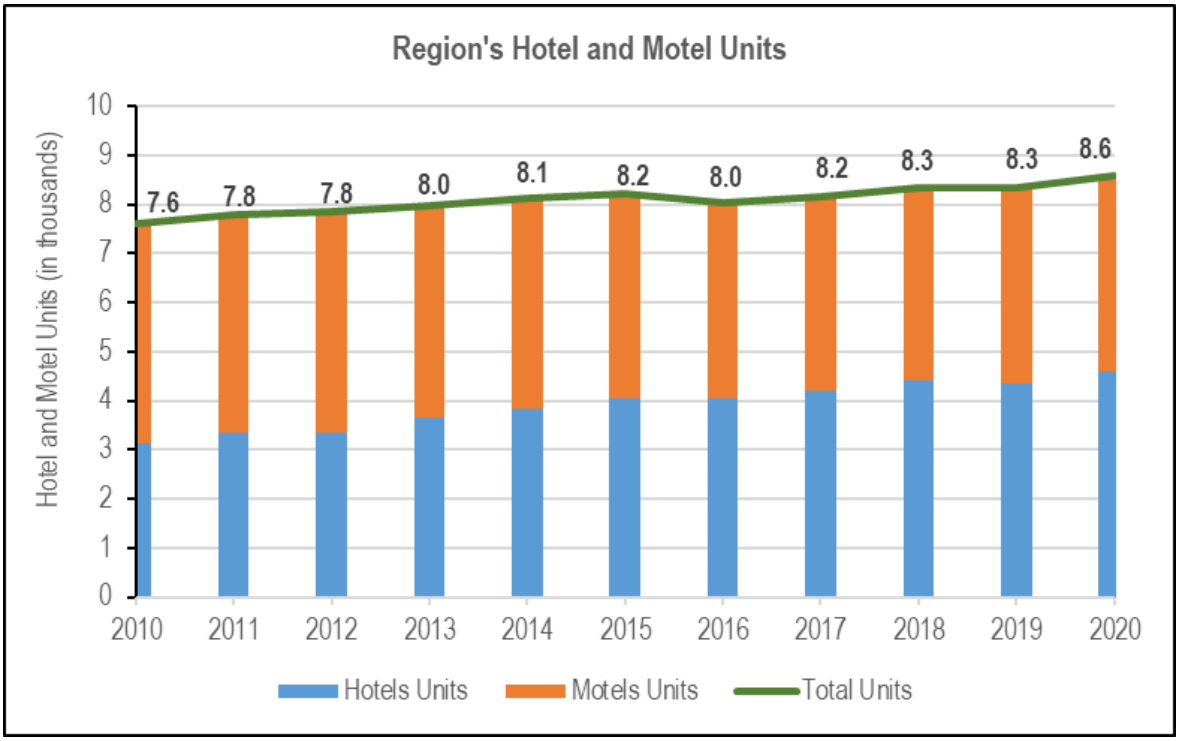


Source: Florida EDR, 2020

1.8 Hotel and Motel 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 hotel and motel units is a measure of the area's visitors accommodation capacity. As illustrated in Figure 12, this number increased by about 1,000 units over the 2010 through 2020 decade, reaching a record high of around 8,600 units in 2020. This translates to an average annual rate of 1.2 percent for the Region, and a relatively more robust 3 percent annual growth rate in Santa Rosa County.

Figure 12: Regional Hotel and Motel Units



Source: Florida Department of Business and Professional Regulation, 2020.

1.9 Airport Traffic

Passenger volumes, as measured by enplanements, at the Pensacola International Airport (PNS) enplanements have risen at a 3.2 percent annual rate since 1990, reaching about 1.1 million on its six major carriers in 2019. That volume is projected to rise by another 712,000 to about 1.8 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 Airport Road Parkway, and S.R. 289 providing access to and from U.S. 98 and I-10, utilized by both the locals and visitors to the area.

Table 8: Pensacola International Airport Enplanements – Summary

Airport	Enplanements (in 000s)*			Absolute Increase (in 000's)		Annual Growth Rate	
	1990	2019	2045	1990-2019	2019-2045	1990-2019	2019-2045
PNS	434	1,085	1,798	651	712	3.2%	2.0%
Source: FAA, 2020; *2019 is an estimate							

Figure 13: Pensacola International Airport Enplanements – Projected Trend



Source: FAA, 2020

1.10 Vehicle Registrations

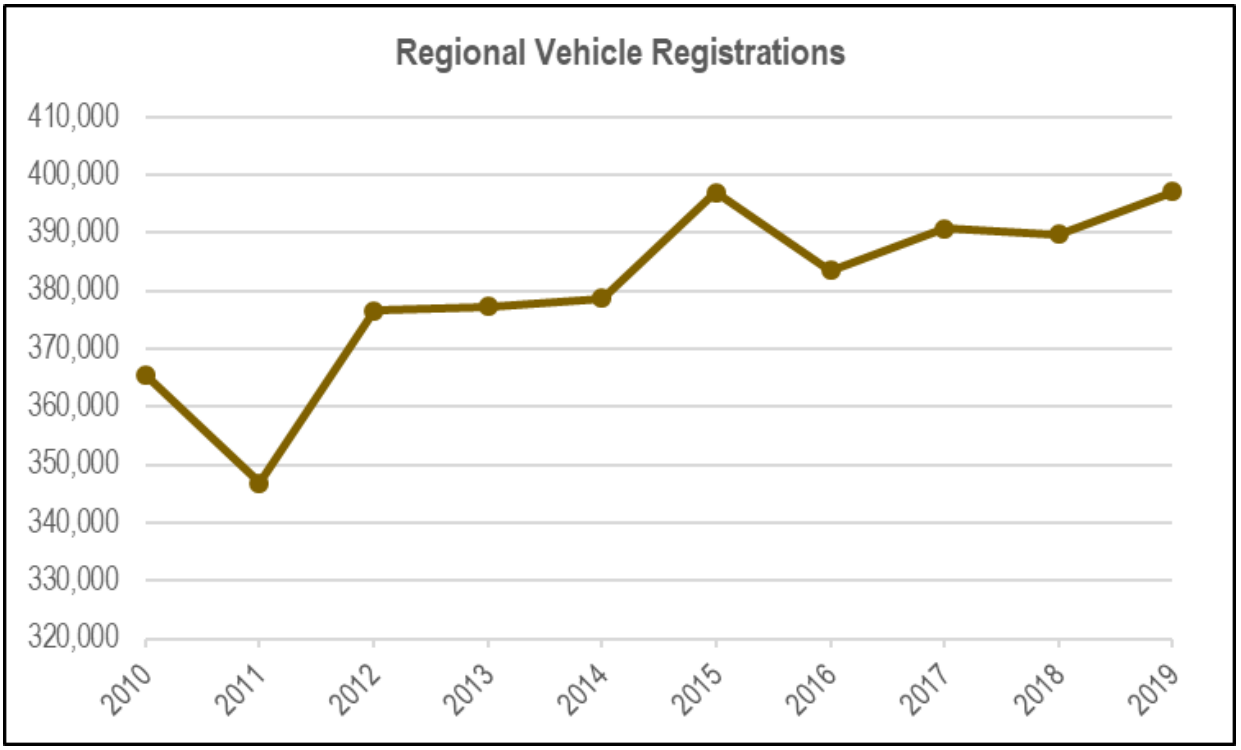
Vehicle registrations in the Region grew over the last decade by 31,500 reaching the level of 397,100 in 2019, based on Florida HSMV data (see Table 9, and Figure 14). This is an average growth rate of 0.9 percent since 2010, which was lower than the corresponding 1.8 percent annual rate for the State. Notably, the registrations growth in Santa Rosa County was fivefold the number of incremental registrations in its larger neighbor – Escambia County – over the same 2010-2019 timeframe.

Table 9: Regional Vehicle Registrations – Summary

Area			Absolute Increase	Annual Growth Rate
	2010	2019	2010-2019	2010-2019
Escambia Co.	238,709	243,976	5,267	0.2%
Santa Rosa Co.	126,839	153,143	26,304	2.1%
Region (2-County)	**365,548**	**397,119**	**31,571**	**0.9%**
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

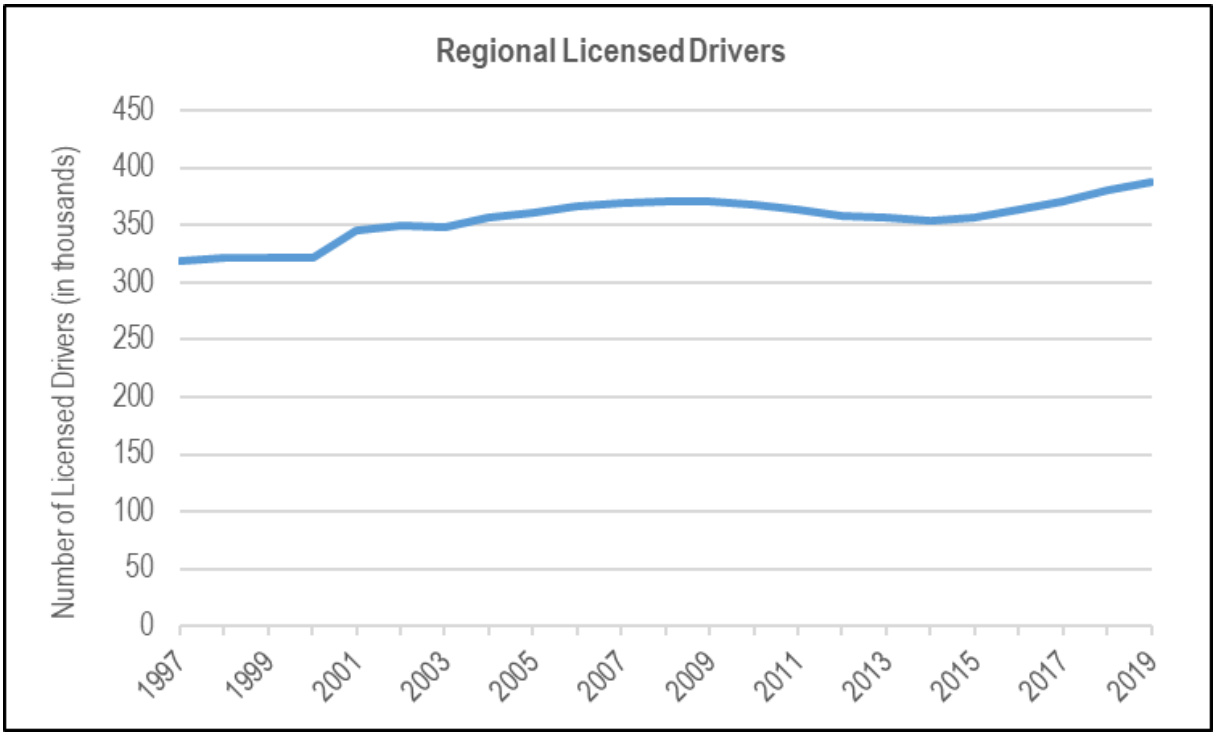
1.11 Licensed Drivers

Growth in licensed drivers is another indicator of future traffic demand. The number of licensed drivers in the Region has gone up by about 68,500 over the couple recent decades, and the total currently stands at record level of about 387,400, according to the FL HSMV data (see Table 10 and Figure 15). This is equivalent to an annual growth rate of 0.9 percent since 1997, which was below the 1.6 percent pace experienced at the Statewide level. Within the Region, the growth rate in licensed drivers in Santa Rosa (at 2.3 percent) was about ten times that in Escambia County (at 0.2 percent).

Table 10: Regional Licensed Drivers – Summary

Area	Licensed Drivers			Absolute Increase	Annual Growth Rate
	1997	2010	2019	1997-2019	1997-2019
Escambia Co.	231,136	240,238	241,613	10,477	0.2%
Santa Rosa Co.	87,811	128,059	145,826	58,015	2.3%
Region (2-county)	**318,947**	**368,297**	**387,439**	**68,492**	**0.9%**
Florida	12,343,598	15,553,387	17,392,281	5,048,683	1.6%
Sources: FL HSMV,2020					

Figure 15: Regional Vehicle Licensed Drivers – Historical Trend

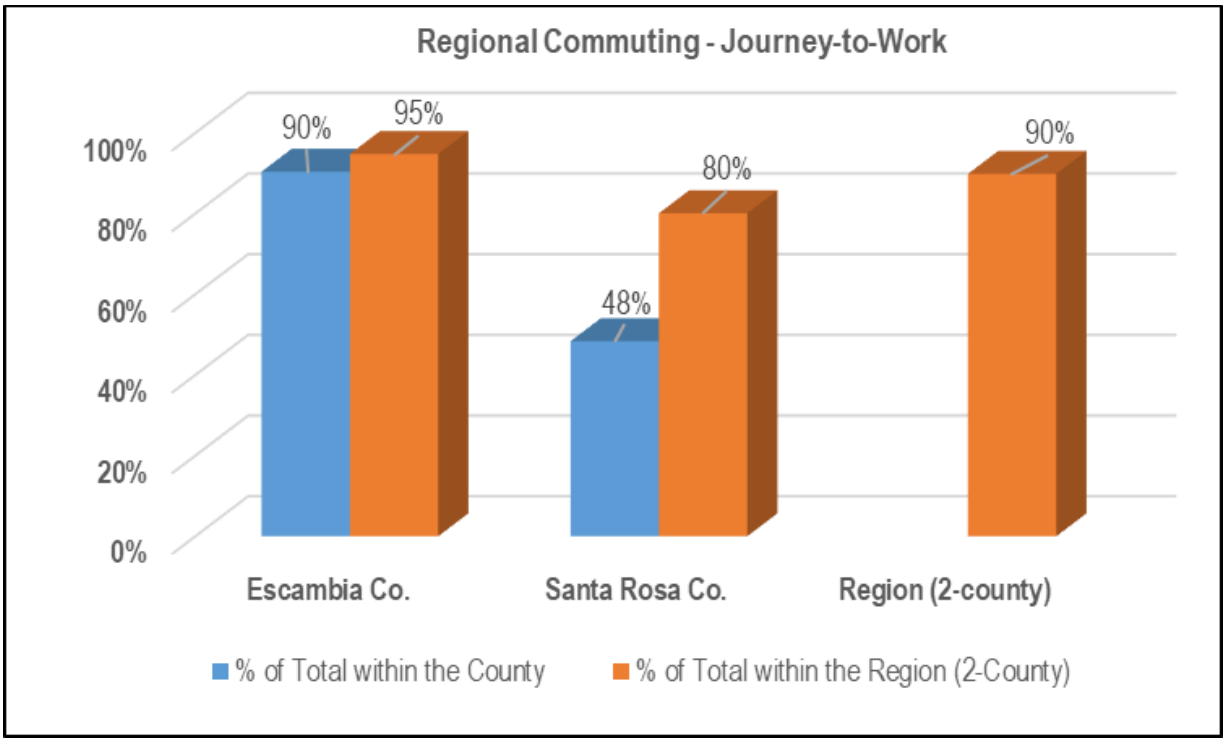


Source: FL HSMV, 2020

1.12 Commuting Flows

When looking at the journey-to-work or commuting patterns, one could observe that a great majority (or 90 percent) are internal to the two-county Region, based on ACS/Census data (see Figure 16). This is followed by a large gap, and then the nearby counties such as Okaloosa, and Walton Counties in Florida, as well as Baldwin, and Mobile Counties in Alabama are only fractionally connected through commuting flows.

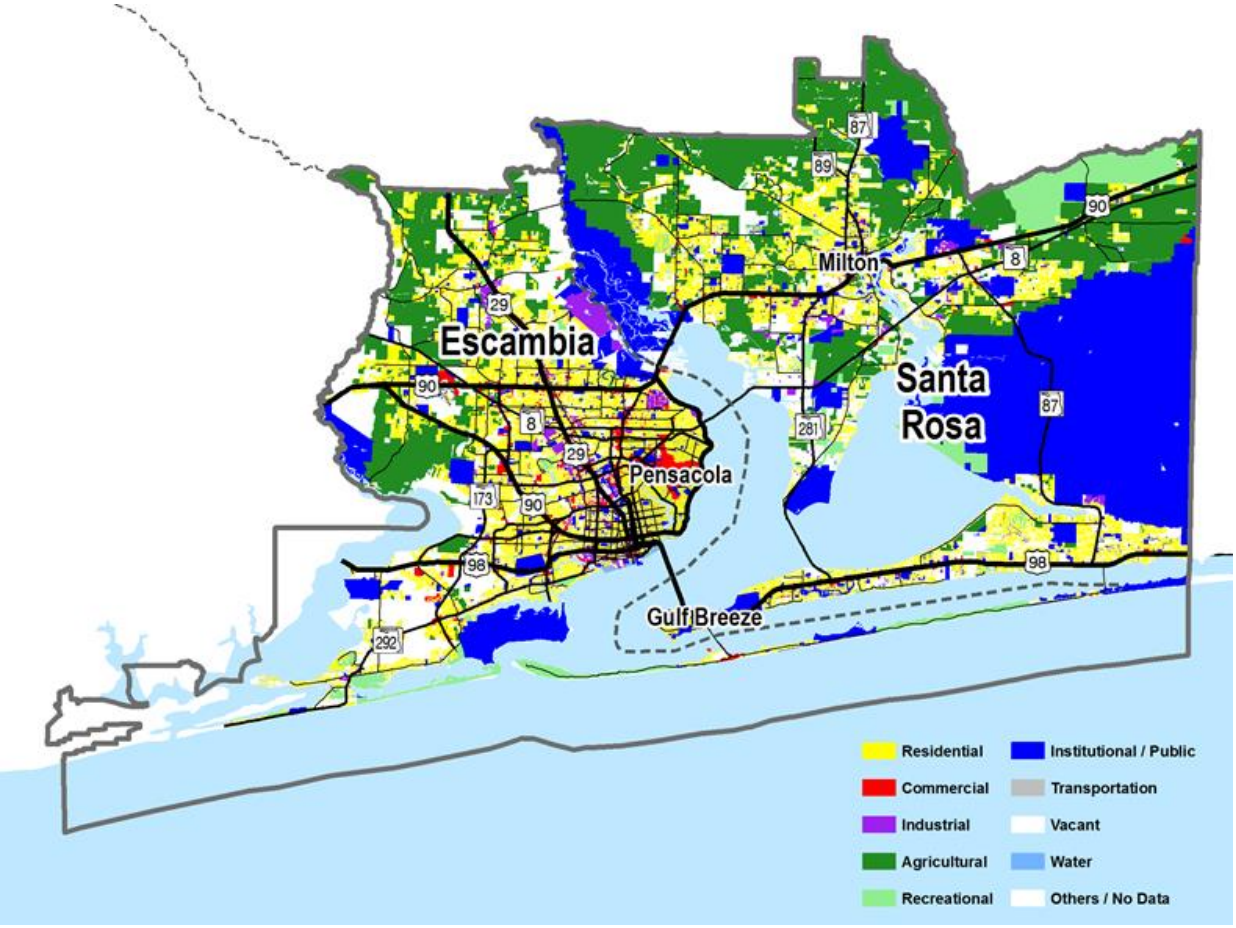
Table 16: Regional Commuting Flow – Summary



1.13 Area Land Use

Figure 17 provides a snapshot of area's current land use structure. The area's land shows a mix of uses including agricultural, as well as major concentrations of residential and commercial activities in the urban areas of Pensacola, Gulf Breeze, and Milton that are largely aligned with the population density map (in Figure 2).

Figure 17: Regional Land Use Map



Source: Florida Geographic Data Library, 2018

1.14 Area Profile Conclusion

It can be concluded that the area has grown considerably over the last quarter century plus, as measured in terms of different socioeconomic variables. The rates of growth, however, have generally been below the corresponding State averages. Another observation is the pattern of substantially more robust growth occurring in Santa Rosa County compared to Escambia County historically, and forecasted, which warrants some special attention on accommodating growth in the fast-changing Santa Rosa part of the Region.

Going forward, the regional growth is largely expected to continue through 2045, but at a decelerated pace, with the population maturing, and the workforce becoming more service industries oriented. As far as the long-term transportation planning mandate is concerned here, the key will be to effectively accommodate the changing volumes, and nature of trips in the coming decades.

Area Profile – Purpose and Focus

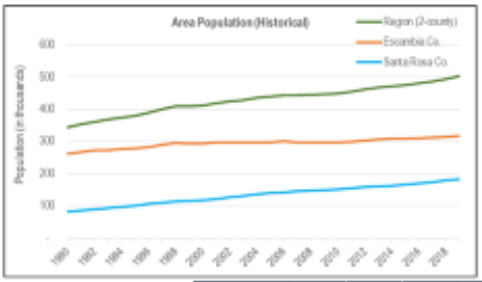


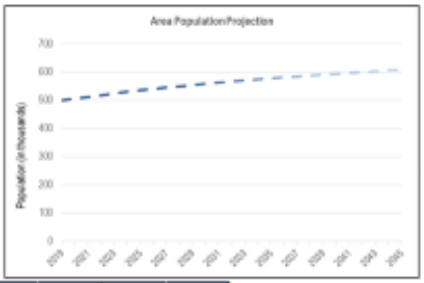
- Include in the LRTP
  - Focus: Escambia and Santa Rosa Counties, Long-term
  - Update
  - Expand
- Make it useful
  - Informative perspective
    - Historical and forward-looking
  - Relate to transportation planning

Population Trends

- Maturing
- Region (Escambia Co.) growth below the State averages
- Escambia Co. is more populous, but slower growing







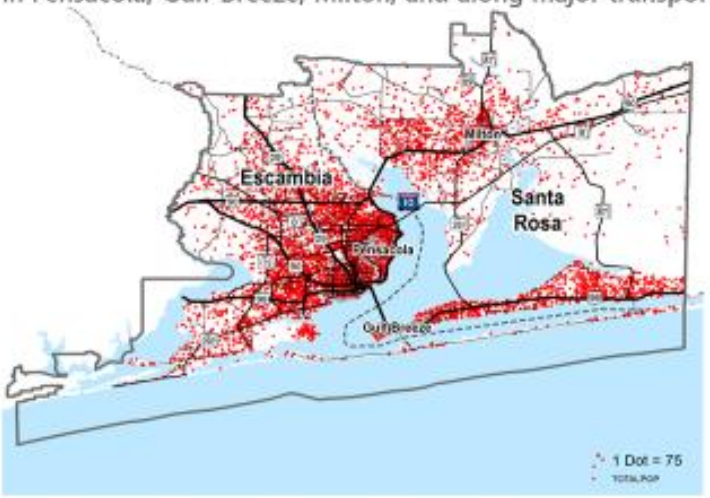
Area	Population			Absolute Increase		Annual Growth Rate	
	1990	2019	2045	1990-2019	2019-2045	1990-2019	2019-2045
Escambia Co.	262,445	318,316	365,200	55,871	46,884	0.7%	0.5%
Santa Rosa Co.	81,961	184,313	244,200	102,352	59,887	2.6%	1.1%
Region (2-county)	344,406	502,629	609,400	158,223	106,771	1.3%	0.7%
Florida	12,938,071	21,477,737	27,266,900	8,539,666	5,789,163	1.8%	0.9%

Sources: Census, 2020 and BEBR, 2020

EMERALD COAST REGIONAL COUNCIL

Population Density (2018)

- Area average: 241/sq. mile; lower than the State average
- Concentrated in Pensacola, Gulf Breeze, Milton, and along major transportation corridors



EMERALD COAST REGIONAL COUNCIL

Households Trend

- Similar to the population trend
- Avg. size of ~2.6 – slightly higher than State avg.



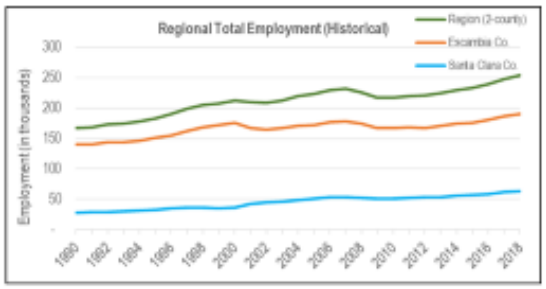
Area	Households			Absolute Increase		Annual Growth Rate	
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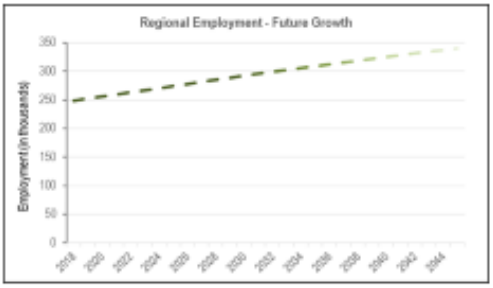
Source: Census, 2020, Woods & Poke Economics, 2019

Employment Trend

- Somewhat faster growth than population/households
  - Santa Rosa Co. has smaller employment levels, but growing much faster than Escambia Co.







Area	Employment			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Escambia Co.	140,024	190,463	238,554	50,439	48,091	1.1%	0.8%
Santa Rosa Co.	27,225	63,720	102,154	36,495	38,434	3.1%	1.8%
Region (2-county)	**167,249**	**254,183**	**340,708**	**86,934**	**86,525**	**1.5%**	**1.1%**
Florida	6,740,289	12,462,208	18,003,378	5,721,919	5,541,170	2.2%	1.4%

Source: BEA 2020; and Woods & Poole, 2019

Main Industries

- Top 5
  - Service-oriented



Industry	Employment (in 2018)	Ranking
Government and government enterprises	39,696	1
Health care and social assistance	31,024	2
Retail trade	29,488	3
Accommodation and food services	23,547	4
Administrative/support/waste management/remediation	19,268	5

Source: BEA, 2020

EMERALD COAST REGIONAL COUNCIL

Area Major Employers

- Top 10

Business/Organization
Gulf Coast Health Care
University of West Florida
Baptist Health Care
Santa Rosa County School District
Escambia County Schools
Lakeview Center
Federal Military
State Government
Wendco
Sacred Heart Health System

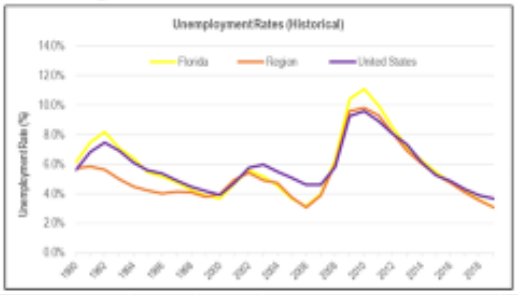
Sources: Santa Rosa County Economic Development Office, and Zippia, 2020

EMERALD COAST REGIONAL COUNCIL

Unemployment Trend



- Improved markedly from 1990 and the Great Recession through 2019
- Similar to the State average



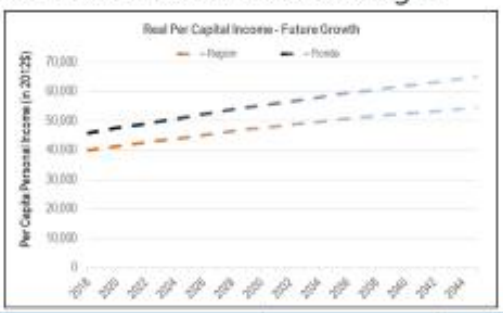
Area	Unemployment Rate				Absolute Change	Period Averages	
	1990	2000	2010	2019	1990-2019	1990-2019	2010-2019
Escambia Co.	5.8%	4.0%	10.1%	3.2%	-2.6%	5.4%	6.3%
Santa Rosa Co.	5.5%	3.8%	9.3%	3.0%	-2.5%	5.0%	5.7%
Region (2-county)	5.8%	4.0%	9.8%	3.1%	-2.6%	5.3%	6.1%
Florida	6.1%	3.7%	11.1%	3.1%	-3.0%	5.8%	6.4%

Source: Bureau of Labor Statistics, 2020

Real Per Capita Income Trend

- Levels and future growth rates below State averages



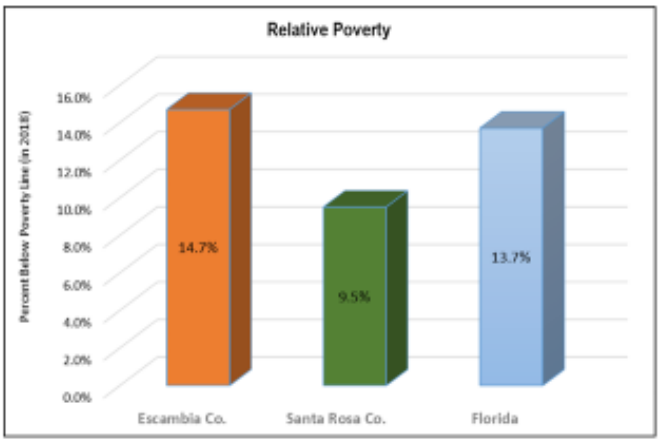


Area	Real Personal Per Capita Income (in 2012$)			Absolute Increase		Annual Growth Rate	
	1990	2018	2045	1990-2018	2018-2045	1990-2018	2018-2045
Escambia Co.	$26,471	$39,247	$54,199	$12,776	$14,952	1.5%	1.2%
Santa Rosa Co.	$25,861	$41,277	$55,244	$15,316	$13,967	1.7%	1.0%
Region (2-county)	**$26,350**	**$39,978**	**$54,650**	**$13,629**	**$14,688**	**1.6%**	**1.1%**
Florida	$31,193	$45,848	$65,088	$14,655	$19,240	1.4%	1.3%

Source: Woods & Poole Economics, 2019

Relative Poverty

- Escambia above, and Santa Rosa and Area-wide below the State average



Source: FLEDR, 2020

EMERALD COAST REGIONAL COUNCIL

Real Gross Regional Product (GRP) Trend

- Growth rates below State averages



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
Escambia Co.	$8,190	$14,134	$18,543	$5,943	$4,409	2.0%	1.0%
Santa Rosa Co.	$1,287	$3,836	$5,976	$2,550	$2,140	4.1%	1.6%
Region (2-county)	**$9,477**	**$17,970**	**$24,519**	**$8,493**	**$6,549**	**2.4%**	**1.1%**
Florida	$413,913	$924,873	$1,793,487	$510,960	$868,614	3.0%	2.4%

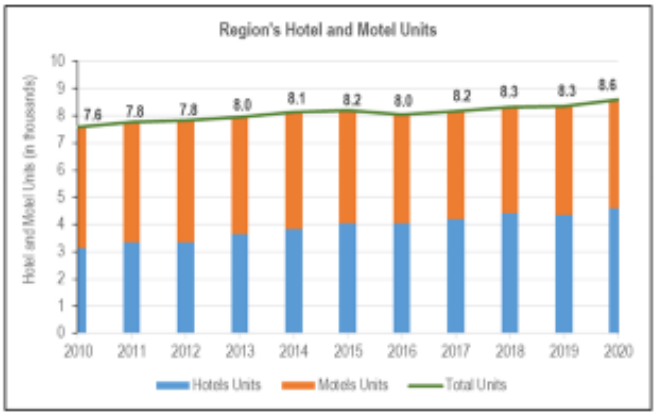
Source: BEA, 2020; and Woods & Poole Economics, 2019

EMERALD COAST REGIONAL COUNCIL

Hotel and Motel Units Trend

- Growth in units over the last decade (~1K, or 1.2%/yr. overall)





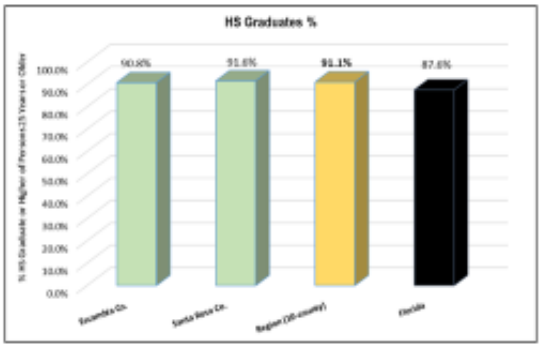
Source: FL Dept. of Business and Professional Regulation, 2020

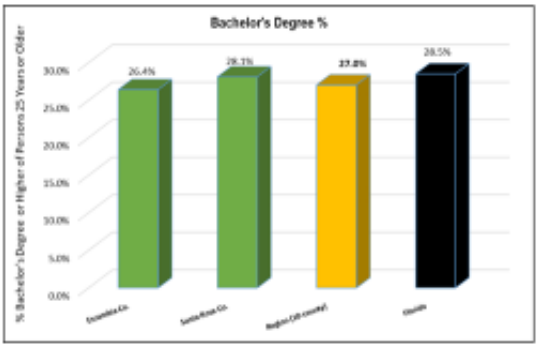
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Educational Attainment

- Higher % of HS Graduates than State average
- Lower % of Bachelor's Degree holders than State average





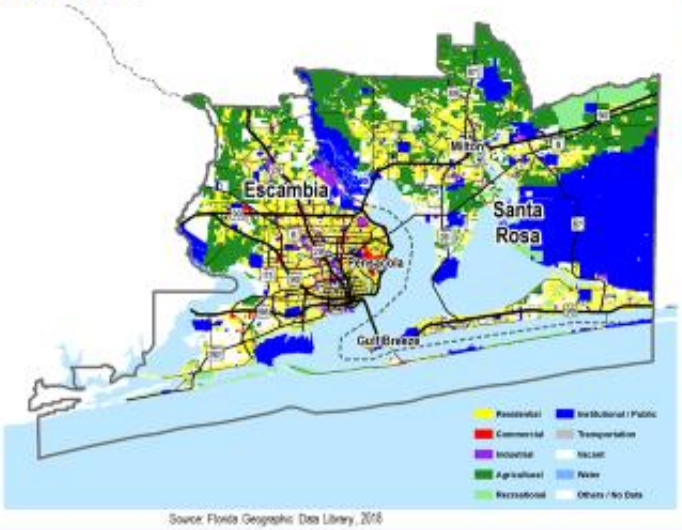


Source: FL EDR, 2020

EMERALD COAST REGIONAL COUNCIL

Land Use





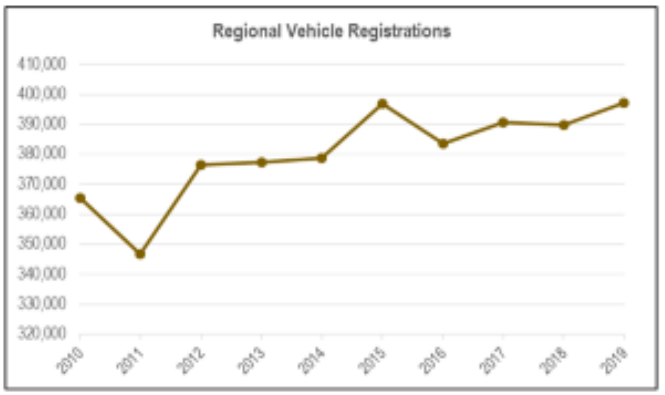
Source: Florida Geographic Data Library, 2018

EMERALD COAST REGIONAL COUNCIL

Vehicle Registrations Trend

- Have risen since 2010
- Have underperformed relative to the State averages





Area			Absolute Increase	Annual Growth Rate
	2010	2019	2010-2019	2010-2019
Escambia Co.	238,709	243,976	5,267	0.2%
Santa Rosa Co.	126,839	153,143	26,304	2.1%
Region (2-County)	**365,548**	**397,119**	**31,571**	**0.9%**
Florida	15,708,245	18,439,216	2,730,971	1.8%

Source: FL HSMV, 2020

EMERALD COAST REGIONAL COUNCIL

Licensed Drivers Trend

- Have increased since 1997 (by 68K)
- Have grown at rates below the State averages
  - Variation by county





Area	Licensed Drivers			Absolute Increase	Annual Growth Rate
	1997	2010	2019	1997-2019	1997-2019
Escambia Co.	231,136	243,238	241,613	10,477	0.2%
Santa Rosa Co.	87,811	129,059	145,826	58,015	2.3%
Region (2-county)	318,947	368,297	387,439	68,492	0.9%
Florida	12,343,958	15,993,387	17,392,281	5,048,683	1.6%

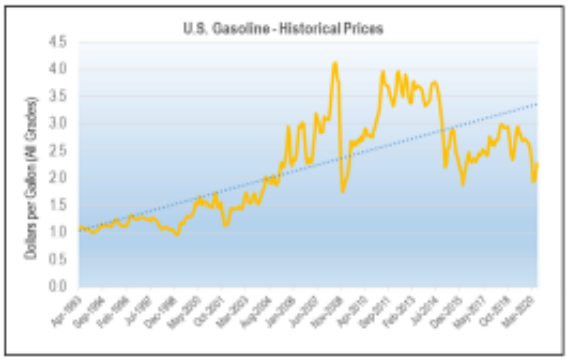
Sources: FL HSMV, 2020

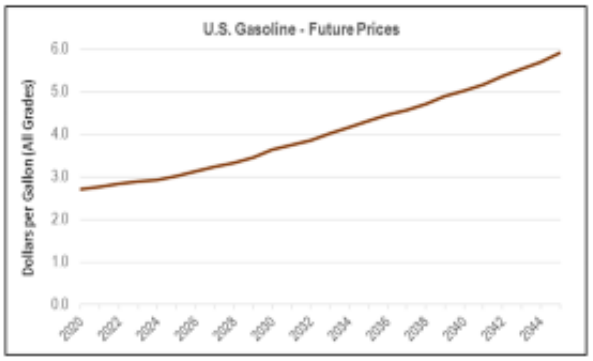
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Fuel Prices



- Historically volatile; current levels similar to average, off the period highs
- Future growth rate similar to hist. avg.

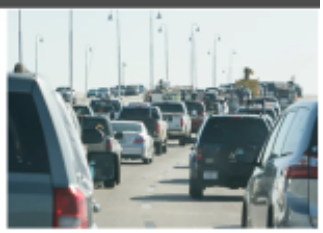




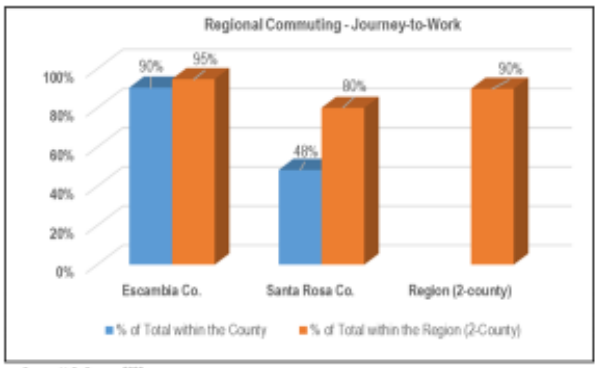
Source: EIA, 2020

EMERALD COAST REGIONAL COUNCIL

Regional Commuting Pattern



- Great majority are internal to Region
- The remaining fraction is largely attributable to the nearby counties



Source: U.S. Census, 2020

PNS Airport Activity Trend

- Enplanements have taken off strongly since 1990
  - Recently around 1.1M/yr.
  - Forecast to add almost another 712K annually by 2045





Airport	Enplanements (in 000s)*			Absolute Increase (in 000's)		Annual Growth Rate	
	1990	2019	2045	1990-2019	2019-2045	1990-2019	2019-2045
PNS	434	1,085	1,798	651	712	3.2%	2.0%

Source: FAA, 2020; *2019 is an estimate

Socioeconomics - Summary Findings

- The Area has grown substantially over the last quarter century
  - The growth has generally been at rates below State averages
  - Santa Rosa Co. is a smaller component, but much faster growing than Escambia Co.
- Growth is largely expected to continue through 2045
  - But at a decelerated pace
  - Maturity, and changing demographics
  - Evolving industry structure
  - Need to plan and accommodate changing nature of trips



1.15 Area Profile City of Orange Beach, AL

CITY OF ORANGE BEACH
ALABAMA

COMMUNITY PRESERVATION AND GROWTH MANAGEMENT PLAN

Adopted March 9, 2020

2020 – 2035

Life is better here

POPULATION AND ECONOMY

The purpose of this section is to provide an overview of the present and future population and economy of Orange Beach.

Population

The 2013-2017 American Community Survey from the U.S. Census Bureau shows Orange Beach having a population of 5,826 persons. This represents a 7.1 percent increase from the 2010 recorded population of 5,441 persons.

Population projections are important for planning for future growth and meeting the needs of future residents. Due to its tourism-based economy, Orange Beach has a unique population encompassing a permanent population as recorded by the U.S. Census Bureau and a seasonal population. The permanent and seasonal populations affect the area with regard to traffic and public facilities and services. Therefore, it is imperative to look at how both populations may change over the next 20 years.

Projections – Permanent Population

Permanent population projections for Orange Beach were estimated using two methods.

Method 1: The first method used average growth rate to estimate future permanent population growth. This figure was obtained by calculating the average rate of change over a specified time period. Based on data from the U.S. Census Bureau, the population of Orange Beach increased 7.1 percent between 2010 and 2017. During the seven-year period, Orange Beach had an average yearly increase of more than 1 percent.

Method 2: The second method calculated the City's population as a percentage of the county's population and then applied that percentage to the county's population projections.

According to the U.S. Census Bureau, the population of Orange Beach in 2010 and 2017 comprised 3 percent and 2.9 percent of Baldwin County's population, respectively, for an average of 2.95 percent.

The Center for Business and Economic Research (CBER) at the University of Alabama has population projections for Baldwin County from 2020 to 2040. To determine permanent population projections for Orange Beach, the average percentage (2.95 percent) can be applied to the county's projections in the following table.

Projected Population of Baldwin County by Year, 2020 to 2040

2020	2025	2030	2035	2040
222,554	242,345	261,777	281,200	300,899

Source: Center for Business and Economic Research

The following table shows the two aforementioned methods being applied to determine the permanent population projections for Orange Beach. The second method yielded the highest population increase for Orange Beach, while the first method yielded the most

conservative population increase. The true projection is probably an average between the two methods.

Permanent Population Projections, 2020 to 2040

Method 1: Average Growth Rate				
2020	2025	2030	2035	2040
6,001	6,301	6,616	6,947	7,294
Method 2: Percentage of Baldwin County 's Population				
2020	2025	2030	2035	2040
6,565	7,149	7,722	8,295	8,877
Average of Two Projection Methods				
2020	2025	2030	2035	2040
6,283	6,725	7,169	7,621	8,086

Source: Calculations by SARPC

Projections – Seasonal Population

The seasonal population in Orange Beach will fluctuate monthly, depending on the season and types of visitors.

The Alabama Gulf Coast Convention & Visitors Bureau maintains an accommodations inventory of existing condominium units and hotel/motel lodging rooms. To determine the monthly seasonal population, an assumed average person per unit was applied to the total number of occupied units during the month. To calculate the total population (seasonal and permanent), the derived seasonal population for each month was added to the 2017 American Community Survey permanent population (5,826 persons).

Permanent and Seasonal Population Estimates in Orange Beach November 2017 – October 2018

	Total Occupied Units	*Average Person per Unit*	*Seasonal Population*	*Total Population*
January	4,695	2	9,390	15,216
February	7,129	2	14,258	20,084
March	5,679	3	17,036	22,862
April	3,673	3	11,018	16,844
May	4,845	3	14,535	20,361
June	7,771	3.5	27,199	33,025
July	8,476	3.5	29,666	35,492
August	5,210	3.5	18,235	24,061
September	4,648	3	13,943	19,769
October	5,229	3	15,688	21,514
November	2,386	3	7,157	12,983
December	2,009	2	4,017	9,843
AVERAGE			15,179	21,005

Source: Alabama Gulf Coast Convention & Visitors Bureau, Inntopia, Smith Travel Research, Calculations by SARPC

North of Intracoastal Waterway

The previously discussed population estimates do not take into account undeveloped areas presently within Orange Beach north of the Intracoastal Waterway and future annexations in this area.

Orange Beach has annexed areas north of the Intracoastal Waterway along the Foley Beach Express and east of Wolf Bay. The maximum density of multi-family residential projects is determined based on building height per the zoning ordinance.

There are 2,185 acres north of the Intracoastal Waterway with residential development potential. These acres are zoned Agricultural (AG), General Business (GB), Marine Resort (MR), Multi-Family Residential Low Density (RM-1), Planned Unit Development (PUD), and Annexed – To Be Determined (A-TBD).

There are 19 acres zoned Agricultural. Article 4 of the Zoning Ordinance limits this zoning district to single-family dwellings. Based on the maximum density of 4.84 lots per acre, 91 single-family residential lots would be allowable.

There are 40 acres zoned Multi-Family Residential Low Density and roughly 225 acres zoned Marine Resort. For multi-family residential developments, Article 4 of the Zoning Ordinance limits the building height to 50 feet or 5 stories. Based on the maximum density of 35 units per acre, the allowable dwellings in these two zoning districts would be 9,275 units.

The remaining 1,901 acres are zoned General Business, Planned Unit Development, and Annexed – To Be Determined. Multi-family residential developments north of the Intracoastal Waterway are allowed to have a building height of 140 feet or 14 stories, whichever is less, and are limited to the maximum density of 42 units per acre. The allowable multi-family residential dwellings in these zoning districts would be 79,842 units.

The Planned Unit Development and Annexed – To De Determined parcels (1,794 acres combined) could be developed as single-family residential areas. Based on a maximum density of 4.84 lots per acre, the build-out potential would be 8,682 single-family residential lots.

Demographics

The median age in Orange Beach is 51.3 years, making Orange Beach's population older than that of Baldwin County, which has a median age of 42.3 years, and Alabama, which has a median age of 39 years. The median age in Orange Beach is an increase from the median age of 45.5 years that was reported in the 2010 U.S. Census.

As of 2017, Orange Beach has a significant percentage of the population that is 65 years of age and older at 30.5 percent, which is higher than the same aged population of both Baldwin County and Alabama at 19.9 percent and 16.5 percent, respectively. The older population percentage in Orange Beach represents a substantial increase from the 19.17 percent that was reported in the 2010 U.S. Census.

The proportion of the population between 19 and 64 years of age in Orange Beach is 54 percent and is lower than that of Baldwin County at 58.3 percent and Alabama at 61 percent. This age category is generally considered as the most economically productive age group.

With regard to the population under 18 years, 15.5 percent of Orange Beach's population is in this age category compared to 21.8 percent for Baldwin County and 22.5 percent for Alabama. The current percentage represents a decrease from the 18.7 percent reported in the 2010 U.S. Census.



The following table presents the demographic information for Orange Beach according to the 2013-2017 American Community Survey.

Population Demographics in Orange Beach, 2017

Total Population		5,826
Median Age		51.3
Percentage of Total Population by Sex:	Male	52.4%
	Female	47.6%
Percentage of Total Population by Race:	White	96.6%
	African American	0.7%
	Asian	0.2%
	Hispanic or Latino	1.7%
	Two or More Races	2.4%
Average Number of Persons Per Household		2.25
Percentage of Population under 18 Years of Age		15.5%
Percentage of Population 65 Years of Age and Older		30.5%

Source: 2013-2017 American Community Survey, Data USA

Economy

Like most communities along the Gulf Coast, Orange Beach has a tourism-based economy. The general health of the local economy is a key determinant of the rate at which land will be utilized for either commercial or residential development to support the labor force of the economy.

Labor Force and Income

As of 2017, the population of Orange Beach 16 years of age and older is 4,968 persons, of which 2,883 persons or 58 percent are in the civilian labor force. None were reported in the armed forces. In this age group, 42 percent is not in the civilian labor force, which is likely attributed to the percentage of the local population under 18 years of age and 65 years of age and older.

Of the total persons in the civilian labor force, 166 persons are unemployed, giving Orange Beach a low unemployment rate of 5.8 percent.

Civilian Labor Force in Orange Beach, 2017

Population 16 Years and Older	4,968	100%
Population 16 Years and Older in Labor Force	2,883	58%
Population 16 Years and Older Not in Labor Force	2,085	42%
Civilian Labor Force	2,883	100%
Employed	2,717	94.2%
Unemployed	166	5.8%
Armed Forces	0	

Source: 2013-2017 American Community Survey 5-Year Estimate

Educational attainment is an indicator of the skill level of the local labor force. As of 2017, Orange Beach has a population of 4,674 persons age 25 and older. Of this population, 92.4 percent have a high school diploma or higher and 43.7 percent have a bachelor's degree or higher. The proportion of the population age 25 years and older with bachelor's degree or higher is considerably more than that

of Baldwin County at 30.7 percent and Alabama at 24.5 percent. More than 11 percent of Orange Beach's population 25 years and older have earned a graduate or professional degree. According to the U.S. Census Bureau, the per capital income of Orange Beach has increased since 2010. In 2010, the per capita income was $40,153. In 2017, the per capita income was $43,193, representing a 7.6 percent increase in seven years. The median household income was $66,656 in 2010 and $69,388 in 2017.

In 2017, the per capita income and median household income for Orange Beach were higher when compared to that of neighboring cities of Foley and Gulf Shores and Baldwin County and Alabama as a whole.

Income Level Comparison, 2017

	Orange Beach	Foley	Gulf Shores	Baldwin County	Alabama
Per Capita Income	$43,193	$25,920	$38,449	$29,364	$25,746
Median Household Income	$69,388	$42,468	$50,227	$52,562	$46,472

Source: 2013-2017 American Community Survey

Of the total population in Orange Beach in 2017, 7.6 percent are living below the poverty level, in comparison to 10.1 percent in Baldwin County and 16.9 percent statewide in Alabama.

Employment Characteristics

When Orange Beach was first settled, logging and pine sap collecting were the early industries. Until the mid-1800s, farming and fishing sustained the sparsely populated area. After the Civil War, the community grew for the next 70 years with commercial and sport fishing being the main industries.

After Hurricane Frederic struck the Alabama Gulf Coast in September 1979, the condominium-building boom that followed thereafter transformed Orange Beach into a resort community with tourism joining charter fishing as an integral part of the City's economy.

In 2017, more than 60 percent of the Orange Beach civilian labor force were employed in the following industries:

- Arts, Entertainment and Recreation
- Accommodations
- Food Services
- Finance and Insurance
- Real Estate
- Rental and Leasing
- Education Services
- Health Care
- Social Assistance
- Retail Trade

Since the previous Comprehensive Plan in 2006, most industries have seen an increase in civilian labor force participation between 2003

and 2017. Public Administration was the industry with the biggest increase during this time period at 167.4 percent. Education Services, and Health Care & Social Assistance industries were second with an increase at 158.1 percent. The increase may be attributed to the growth of Columbia Southern University as a major employer in Orange Beach. Finance & Insurance and Real Estate & Rental & Leasing industries were third with an increase at 152.3 percent. The only industry with a decrease during this period was Construction at 54.5 percent.

Orange Beach Civilian Employment by Industry, 2003 to 2017

	2003		*2017*		*Change*
Industry	*No.*	*%*	*No.*	*%*	
Agriculture, Forestry, Fishing, Hunting & Mining	17	0.81	23	0.85	+35.3%
Construction	356	17.03	162	5.96	-54.5%
Manufacturing	93	4.45	119	4.38	+28.0%
Wholesale Trade	55	2.6%	60	2.21	+9.1%
Retail Trade	332	15.89	376	13.84	+13.3%
Transportation, Warehousing & Utilities	97	4.64	165	6.07	+70.1%
Information	44	2.11	47	1.73	+6.8%
Finance & Insurance, and Real Estate & Rental & Leasing	174	8.33	439	16.16	+152.3%
Professional, Scientific & Management Services, Administrative & Waste Management Services	213	10.19	220	8.10	+3.3%
Education Services, Health Care and Social Assistance	160	7.66	413	15.20	+158.1%
Arts, Entertainment, Recreation, and Accommodations & Food Services	395	18.90	452	16.64	+14.4%
Other (except Public Administration)	108	5.17	118	4.34	+9.3%
Public Administration	46	2.20	123	4.53	+167.4%

Source: 2013-2017 American Community Survey, 2007-2020 Orange Beach Community Preservation and Growth Management Plan

GOAL AND RECOMMENDATIONS

Goal

Promote desirable residential environments while encouraging sound economic growth.

Recommendations

1. Maintain the quality of life that is currently enjoyed by the residents to ensure that Orange Beach remains a desired residential and tourist community.
2. Continue to maintain and promote Orange Beach brand as a family-friendly multifaceted recreational community.

Life is better here

HOUSING

The purpose of this section is to give guidance to the private sector in providing an adequate housing supply for the existing and projected population, and to the public sector to ensure that land use controls allow for future permanent year-round and seasonal housing needs.







Inventory

Housing Units	*12,602*	
Resident Units	2,646	21%
Non-Resident Units	9,956	79%

Units in Structure		
Single family	3,214	25.5%
Mobile Homes	403	3.2%
2-4 Units	290	2.3%
5 - 19	567	4.5%
20 or more	8,128	64.5%

Source: American Community Survey Estimates, 2017, Orange Beach 2018, SARPC Calculations

Housing Tenure

According to the American Community Survey Estimates, in 2017 approximately 68% of the occupied housing units were owner-occupied and 32% were renter-occupied.



Appendix D: System Performance Report

Florida-Alabama Transportation Planning Organization 2045 Long-Range Transportation Plan System Performance Report

Prepared for:

Florida Department of Transportation and

Alabama Department of Transportation

Prepared by:

Emerald Coast Regional Council

Staff to the

Florida-Alabama Transportation Planning Organization

March 2021

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1 - PURPOSE

This document provides language that Florida's transportation planning organizations (TPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information 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.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT), Alabama Department of Transportation (ALDOT), and the Metropolitan Planning Organization Advisory Council. 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 Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 Fixing America's Surface Transportation (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 Florida-Alabama TPO includes the southern portions of Escambia and Santa Rosa counties and the cities of Gulf Breeze, Milton and Pensacola in Florida, and Orange Beach and the community of Lillian in Baldwin County Alabama.

The System Performance Report for the Florida-Alabama 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 Florida-Alabama Transportation Planning Organization 2040 Long-Range Transportation Plan (LRTP) was adopted on November 3, 2015. The System Performance Report is part of the Florida-Alabama TPO 2045 Long-Range Transportation Plan that was adopted on October 14, 2020. On January 13, 2021 the 2045 LRTP was amended by the Florida-Alabama TPO.

The Florida-Alabama 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 Florida-Alabama TPO 2045 LRTP.

The Florida-Alabama TPO FY 2021-2025 Transportation Improvement Program (TIP)30 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 Florida Department of Transportation's (FDOT's) Tentative Work Program, the Alabama Department of Transportation (ALDOT) Work Program, and locally designated transportation revenues. The Florida-Alabama TPO 2021-2025 TIP includes the following investment priorities:

Safety. For the Florida-Alabama TPO, this includes the Safe Routes to School and the Escambia-Santa Rosa Community Traffic Safety Team Programs; and Bridge, Capacity, Bicycle/Pedestrian, Transportation Alternative, Transportation System Management, Public Transportation, Resurfacing, Aviation, Port, and other Miscellaneous categories in the TIP. The expectation of the TIP projects in each of these categories is to improve safety and to reduce fatalities once these projects are constructed.

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 Florida-Alabama 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 guide the Evaluation Criteria. The Evaluation Criteria in the LRTP filters down to Project Priorities, and the TIP.

Safety, Bridge and Pavement, and Transit Asset Management performance measures are described in the sections below.

30 Florida-Alabama TPO FY 2021-2025 Transportation Improvement Program adopted July 8, 2020, amended January 13, 2021.

3 - HIGHWAY SAFETY MEASURES (PM1)

Safety was the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires TPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of Fatalities;
- Number of Serious Injuries;
- Number of Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

The Florida and Alabama Departments of Transportation Highway Safety Improvement Plans (HSIP) focused on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The HSIP development process included review of safety-related goals, objectives, and strategies in TPO plans. The HSIP guides FDOT, ALDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout each State. Safety Targets are established annually by the TPO by February 27th.

The HSIP highlights the commitment to a vision and initiative of zero deaths. The HSIP annual report documents the statewide performance measures toward that zero deaths vision and initiative. As such, the TPO supported the adoption of the HSIP safety performance measures:

- FDOT's 2018, 2019, and 2020 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths,
- ALDOT's 2018 safety targets, which set the targets at 1,010 for Number of Fatalities; 1.490 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,369 for Number of Serious Injuries; 12.420 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 390 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries to reflect ALDOT's Towards Zero Death Initiative;
- ALDOT's 2019 safety targets, which set the targets at 932 for Number of Fatalities; 1.330 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,469 for Number of Serious Injuries; 12.080 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 394 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and
- ALDOT's 2020 safety targets, which set the targets at 964 for Number of Fatalities; 1.350 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,143 for Number of Serious Injuries; 11.080 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 384 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries to reflect ALDOT's Towards Zero Death Initiative.

The TPO supported the FDOT and ALDOT targets by approving Resolution 18-01 on February 14, 2018, Resolution 19-01 on February 13, 2019, and Resolution 20-01 on February 12, 2020. Table 3.1 indicates the areas in which the TPO is expressly supporting the statewide target developed by FDOT and ALDOT.

Table 3.1. Highway Safety (PM1) Targets

Performance Target	Florida-Alabama TPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT and ALDOT safety target	
	FL	**AL**
Number of fatalities	√	√
Rate of fatalities per 100 million VMT	√	√
Number of serious injuries	√	√
Rate of serious injuries per 100 million VMT	√	√
Number of non-motorized fatalities and non-motorized serious injuries.	√	√

Statewide system conditions for each safety performance measure are included in Table 3.2 (Florida) and Table 3.3 (Alabama) along with system conditions in the Florida-Alabama transportation planning area. System conditions reflect baseline performance (2014-2018). The latest safety conditions will be updated annually on a rolling five-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

Table 3.2. Highway Safety (PM1) Conditions and Performance (Florida)

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average)			Calendar Year 2021 Florida Performance Targets*
	2012-2016	**2013-2017**	**2014-2018**	
Number of Fatalities	2,688.2	2,825.4	2,972.0	0
Rate of Fatalities per 100 Million VMT	1.33	1.36	1.39	0
Number of Serious Injuries	20,844.2	20,929.2	20,738.4	0
Rate of Serious Injuries per 100 Million VMT	10.36	10.13	9.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,294.4	3,304.2	3,339.6	0

***** The FL-AL TPO reviewed these targets on January 13, 2021 and is scheduled to take action on them on February 10, 2021.

Table 3.3. Highway Safety (PM1) Conditions and Performance (Alabama)

Performance Measures	Alabama Statewide Baseline Performance (Five-Year Rolling Average) 2012-2016	2013-2017	2014-2018	Calendar Year 2021 Alabama Performance Targets*
Number of Fatalities	1,010	932	964	961
Rate of Fatalities per 100 Million VMT	1.490	1.330	1.350	1.364
Number of Serious Injuries	8,369	8,469	8,143	6595
Rate of Serious Injuries per 100 Million VMT	12.420	12.080	11.080	9.355
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	390	394	384	366

***** The FL-AL TPO reviewed these targets on January 13, 2021 and is scheduled to take action on them on February 10, 2021.

Baseline Conditions

Florida-Alabama TPO supports the states' Baseline Safety Performance Measures.

Trends Analysis

The process used to develop the Florida-Alabama TPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

Between 2014 and 2018, 2,972 people died on Florida's roadways and an additional 20,738 people were seriously injured. The Florida Department of Transportation (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.

The Alabama 2018 Strategic Highway Safety Plan (SHSP) focuses mainly on: (1) speed and impaired driving, the two largest factors that cause injury and fatal crashes, and (2) lack of proper restraint use, which is the single greatest factor influencing severity. Locations with the highest numbers of severe injury crashes, or *hot spots*, were included rather than a serious injury rate or number.

In the 5-year rolling average, Alabama fatal crashes decreased from 1010 between the years 2012 and 2016 to 964 between the years of 2014 and 2018. Although the rate of serious injuries is trending downward from 8,369 (between years 2012 and 2016) to 8,143 (between 2014 and 2018) the rate of serious injuries is still high at 11.080 per million vehicle miles traveled. By focusing on the prevalent speeding locations, stakeholders implemented countermeasures such as evidence-based enforcement, educational programs, and engineering or design fixes to reduce fatalities, Alabama is committed to reducing this rate. Alabama continues to work toward the 2035 goal to reach a 50% reduction and sustain significant Toward Zero Deaths (TZD) progress.

A recent impacting trend is the direct effect of the Covid-19 pandemic on the transportation system. Although data is not currently available on Florida or Alabama DOT 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 Florida-Alabama 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 Florida-Alabama 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), the Florida Transportation Plan (FTP), the Alabama Strategic Highway Safety Plan (SHSP), Alabama Statewide Transportation Plan, and Highway Safety Improvement Program (HSIP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 transportation (metropolitan) planning organizations (TPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP, currently being updated, guides FDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The goal of the HSIP process is to reduce the number of crashes, injuries, and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.

- The Alabama Strategic Highway Safety Plan includes five major component areas to address roadway safety in the state. The goal of the Plan is Toward Zero Deaths (TZD) program by working in all areas that influence fatal crashes, including changing the highway safety culture in the State by making TZD the responsibility of everyone. The safety components are:

    - Driver Behavioral Crashes;
    - Infrastructure Countermeasures;
    - Legislative Initiative;
    - Traffic Safety Information Systems (TSIS); and
    - Safety Stakeholder Community

The Alabama Statewide Transportation Plan is a long-range plan that assesses the State's multimodal transportation system and presents plans for improvement and maintenance. The plan forecasts a minimum of 20 years and involves engagement with both public and private entities. The plan is designed to meet the goals and other requirements required by federal legislation with its emphasis on performance management. The most recent Statewide Transportation Plan was completed in July 2017.

The Alabama Highway Safety Improvement Program (HSIP) is an annual report that documents the statewide performance measures toward the zero deaths vision. It also identifies and reviews traffic safety issues around the state to identify locations with the potential for improvement.

LRTP Safety Priorities

The Florida-Alabama 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 operation improvements to address our goal to reduce fatalities and serious injuries. The LRTP also aligns with the Alabama SHSP with safety projects and educational initiatives to work towards TZD.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Florida-Alabama TPO has developed a project selection process using evaluation criteria to rank the established five safety performance measures.

Chapter 3 of the Florida-Alabama TPO 2045 LRTP describes and lists the Safety goal and objectives (in order of importance):

Goal: A transportation system that is safe and secure.
Objectives:

- Develop projects that increase safety for all motorized and non-motorized users.
- Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
- Ensure that the regional transportation system can support emergency response and recovery efforts.

- Include projects that increase security for all users of transit.
- Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
- Reduce the probability of service interruption during a natural disaster by identifying alternatives routes before, during, and after an incident.
- Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
- Work with federal, state, and local agencies, the private sector and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
- Coordinate and cooperate with the Department of Homeland Security, the US Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

The safety goal and objectives support the Moving Ahead for Progress in the 21st Century Act (MAP-21) Planning Factors, the 2060 Florida Transportation Plan goals, and the Alabama Statewide Transportation Plan (2017) which had an emphasis on Performance Management.

An Evaluation Criteria document was developed as a tool to measure whether potential projects are aligned with the policy goals of the Florida-Alabama TPO. The goals and objectives of the LRTP were translated into Key Performance Indicators. 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. 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 Safety and Security with 25%.

The evaluation criteria and percentages of each indicator are:

- Safety and Security 25%
- User Needs 15%
- Operational 15%
- Multimodal 15%
- Economic Vitality 10%
- Quality of Life 10%
- Planning Consistency 10%

The Florida-Alabama 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 Florida-Alabama TPO 2045 LRTP.

4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

Pavement and Bridge Condition Performance Measures and Targets Overview

Bridge and Pavement (PM2) was the second national goal identified in the FAST Act and was finalized in May 2017 and published in the Federal Register. The rule requires TPOs to set targets for the following bridge and pavement related performance measures and report progress to the State DOT:

- Percent of Interstate Pavements in Good Condition;
- Percent of Interstate Pavements in Poor Condition;
- Percent of Non-Interstate National Highway System Pavements in Good Condition;
- Percent of Non-Interstate National Highway System Pavements in Poor Condition;
- Percent of National Highway System Bridges classified as in Good Condition by Deck Area; and
- Percent of National Highway System Bridges classified as in Poor Condition by Deck Area.

Targets for Pavement and Bridge System Performance were adopted on September 12, 2018 by Resolution 18-24 for targets in 2021 which supported the DOT targets and will need to be adopted again by April 1, 2023 since they are four-year targets. FDOT targets for 2021 for Pavement are: >60 for Percent of Interstate Pavements in Good Condition, <5 for Percent of Interstate Pavements in Poor Condition; >40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and <5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2021 for Bridges are: >50 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and <10 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. ALDOT targets for 2021 for Pavement are: "Not Applicable" for Percent of Interstate Pavements in Good Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO, "Not Applicable" for Percent of Interstate Pavements in Poor Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO; >40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and <5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. ALDOT targets for 2021 for Bridges are: >27 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and <3 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area.

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 rating 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 TPOs 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.

TPOs must establish four-year targets for all six measures. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the TPO's planning area.

The two-year and four-year targets represent pavement and bridge 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 Florida-Alabama 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 performance for each PM2 measure for the State of Florida 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 for Florida

Performance Measures	Statewide (2017 Baseline)	Statewide (2019 Actual)	Statewide 2-year Target (2019)	Statewide 4-year Target (2021)
Percent of Interstate pavements in good condition	66.0%	68.0%	Not Required	≥60%*
Percent of Interstate pavements in poor condition	0.1%	0.5%	Not Required	<5%*
Percent of non-Interstate NHS pavements in good condition	44.0%	41.0%	≥40%	≥40%*
Percent of non-Interstate NHS pavements in poor condition	3.6%	3.6%	≤5%	≤5%*
Percent of NHS bridges (by deck area) in good condition	67.7%	65.6%	≥50%	≥50%*
Percent of NHS bridges (by deck area) in poor condition	1.2%	0.5%	≤10%	≤10%*

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

Table 4.2 presents baseline performance for each PM2 measure for the State of Alabama. For the 2-Year Target Date ALDOT used 2020. The 4-Year Target is 2022.

Table 4.2. Pavement and Bridge Condition (PM2) Performance and Targets for Alabama

Performance Measures	Statewide (2017 Baseline)	Statewide (2019 Actual)	Statewide 2-year Target (2020)	Statewide 4-year Target (2022)
Percent of Interstate pavements in good condition	I-10 not in TPO Study Area*	I-10 not in TPO Study Area*	Not Required	I-10 not in TPO Study Area*
Percent of Interstate pavements in poor condition	I-10 not in TPO Study Area*	I-10 not in TPO Study Area*	Not Required	I-10 not in TPO Study Area*
Percent of non-Interstate NHS pavements in good condition	79.9%		>40%	>40%*
Percent of non-Interstate NHS pavements in poor condition	4.1%		<5%	<5%*
Percent of NHS bridges (by deck area) in good condition	27.2%		>27%	>27%*
Percent of NHS bridges (by deck area) in poor condition	2.0%		<3%	<3%*

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

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 compliance with MAP-21 and the FAST Act, ALDOT established PM2 targets and were adopted by TPO's by April 2019. ALDOT and the TPOs, along with Transit Providers, have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements. Typical highway projects, such as highway capacity, system preservation, bridge and safety projects, support the established targets.

ALDOT's Pavement Preservation Policy, approved by FHWA on June 2, 2019, is the planned strategy of cost-effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without significantly increasing the structural capacity of the pavement.

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.

The Alabama TAMP was updated in August 2019. ALDOT's Transportation Asset Management Plan (TAMP) is consistent with ALDOT's desire to make data-driven spending decisions related to its assets. The TAMP is a central resource for multiple ALDOT Bureaus. The TAMP includes pavement and bridge inventory and condition, financial data, a revised risk register, and investment scenarios.

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.

The Florida-Alabama TPO agreed to support FDOT and ALDOT pavement and bridge condition performance targets on September 12, 2018. By adopting FDOT and ALDOT targets, the Florida-Alabama TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The Florida-Alabama 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 Florida-Alabama 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), the Florida Transportation Asset Management Plan, and the Alabama Transportation Asset Management 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 defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida and Alabama Transportation Asset Management Plan (TAMP) explain the processes and policies affecting pavement and bridge condition and performance in the state. Both plans present a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The Florida-Alabama TPO 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal C has been 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.

5 - SYSTEM PERFORMANCE (PM3)

System Performance Measures and Targets Overview

System Performance (PM3) was the third national goal identified in the FAST Act was also finalized in May 2017 and published in the Federal Register. The rule requires TPOs to set targets for the following system performance related performance measures and report progress to the State DOT.

- Percent of Person Miles Traveled on Interstate System that is reliable;
- Percent of Person Miles Traveled on Non-Interstate National Highway System that is reliable; and
- Truck Travel Time Reliability Index.

The data used to calculate 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 TPOs 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[31]; and
- Two-year and four-year targets for truck travel time reliability.

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 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 Florida-Alabama TPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT and ALDOT 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.

31 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 and Table 5.2, respectively, present baseline performance for each PM3 measure for Florida and Alabama and for the TPO planning area as well as the two-year and four-year targets established by FDOT and ALDOT for their state.

Table 5.1. System Performance and Freight (PM3) - Performance and Targets for Florida

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%	Not Required	50.0%*
Truck travel time reliability index (TTTR)	1.43	1.45	1.75	2.00*

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

Table 5.2. System Performance and Freight (PM3) - Performance and Targets for Alabama*

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	n/a	95.45%	96.4%	92%
Percent of person-miles on the non-Interstate NHS that are reliable	84.0%	93.83%	n/a	90.0%
Truck travel time reliability index (TTTR)	1.19	1.18%	1.20	1.30

* Source: ALDOT Bureau of Office Engineer, August 7, 2020.

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.

To establish data-informed targets for the Truck Travel Time Reliability Performance (TTTR) measures, ALDOT used a novel forecasting methodology relating segment-level roadway capacity and traffic volume to reliability performance to forecast future performance as roadway volumes and capacities change. In addition to PM3 target setting, this methodology supports other planning uses, including estimating capacity project performance impacts, and supports a better understanding of the relationship between roadway volumes, capacities, and reliability. As stated in an August 7, 2020 letter to TPOs, ALDOT modified its 4 year targets. A resolution to adopt the modified ALDOT 4 year (2021) targets was approved by the FL-AL TPO on January 13, 2021. The resolution number is 21-02.

For PM3 target setting purposes, this methodology generated multiple forecast scenarios, reflecting different levels of possible traffic growth rates and multiple investment strategies. The forecasts provide a realistic basis for setting future targets, while simultaneously demonstrating how growing travel demand affects system reliability and the user experience improvements created by ALDOT's investments in new system capacity. Forecasts were generated for 2018 – 2021, to coincide with the PM3 first performance period.

The forecasting methodology uses a statistical model to relate road segment reliability performance to roadway volume and capacity. Future performance is forecasted at the segment level by growing future traffic volumes by known growth rates, updating future road capacity to reflect programmed capacity projects scheduled for completion during the first performance period, and measuring the forecasted change in performance. Segment-level forecasts are aggregated to state-wide performance measure forecasts using the PM3 Final Rule measure calculating methodology.

The Florida-Alabama TPO agreed to support FDOT's and ALDOT's PM3 targets on September 12, 2018. By adopting FDOT's and ALDOT's targets, the Florida-Alabama TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The Florida-Alabama 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 Florida-Alabama 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), the Florida Freight Mobility and Trade Plan, the Alabama Statewide Long-Range Plan, and the Alabama Statewide Freight 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 Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama's infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama's infrastructure system.

- The Alabama Statewide Freight Plan (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama's multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The targets support the movement of freight which affects economic vitality.

The Florida-Alabama 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 and ALDOT provided FHWA and the Florida-Alabama TPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT, ALDOT, and the Florida-Alabama TPO revisited the four-year PM3 targets. Alabama MPOs had a deadline of March 29, 2021 to support the adjusted statewide targets or set their own targets. As stated in an August 7, 2020 letter to TPOs, ALDOT modified its 4-year targets. A resolution to adopt the modified ALDOT 4-year (2021) targets was approved by the FL-AL TPO on January 13, 2021. The resolution number is 21-02.

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance

The TPO is also required to adopt State of Good Repair Performance Measures for Transit Asset Management (TAM). The TAM rule from the Federal Transit Administration became effective on October 1, 2016. The rule requires TPOs to set targets for transit related performance measures and report progress to the State DOT.

Table 6.1 below identifies performance measures for transit asset management.

Table 6.1. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of service vehicles that have met or exceeded their Useful Life Benchmark
2. Rolling Stock	Percentage of revenue vehicles that have 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 Transit Economics Requirements Model Scale (TERM)

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.

TAM targets were adopted by the TPO on September 12, 2018 by Resolution 18-30 which supported the DOT targets and will need to be adopted again by October 1, 2022. The Infrastructure category does not apply to the TPO since there is no rail fixed guideway track in the TPO area. For Florida, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full-Size Buses. The targets for these categories are Vans (reduce by 0 Percent of current inventory), Cutaway Buses (reduce by 0 Percent of current inventory), Body on Chassis (reduce by 0 Percent of current inventory), and Full Size Buses (reduce by 3 Percent of current inventory). The Equipment category is to reduce Service Vehicles by 10 Percent that have met or exceeded their Useful Life Benchmark. Facilities Category is to fund no more than 20% of FTA facilities with a condition rating below 3 (Good) on the Transit Economics Requirements Model Scale. For Alabama, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full-Size Buses. The targets for these categories are Vans (reduce by 10 Percent of current inventory), Cutaway Buses (reduce by 10 Percent of current inventory), Body on Chassis (reduce by 10 Percent of current inventory), and Full Size Buses (reduce by 10 Percent of current inventory). The Equipment category is to reduce Service Vehicles by 10 Percent that have met or exceeded their Useful Life Benchmark. Facilities Category is to fund no more than 20% of FTA facilities with a condition rating below 3 (Good) on the Transit Economics Requirements Model Scale TPO.

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 TPO in which the transit provider's projects and services are programmed in the TPO's TIP.

To the maximum extent practicable, transit providers, states, and TPOs 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 20 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). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT 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 2019.

Table 6.2. Florida Group TAM Plan Participants

District	Participating Transit Providers	
1	Good Wheels, Inc.[32] Central Florida Regional Planning Council	DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit Baker County Transit Nassau County Transit[33]	Ride Solutions Levy County Transit Suwannee River Economic Council
3	Tri-County Community Council Big Bend Transit[34] Gulf County ARC	Calhoun Transit Liberty County Transit JTRANS Wakulla Transit
4	*No participating providers*	
5	Sumter Transit Marion Transit	
6	Key West Transit	
7	*No participating providers*	

32 No longer in service.
33 Provider service area covers portions of Districts 1 and 2
34 Provider service area covers portions of Districts 1 and 2

As shown in the following Table 6.3, Alabama has a total of 28 transit providers participating in the ALDOT Group TAM Plan. The TAM Plan was developed with and covers ALDOT's Tier II transit providers, specifically organizations that are recipients of Sections 5311 and 5307 FTA program funding. The Subrecipients included in this TAM Plan provide Demand Response and Fixed Route Service. ALDOT and its Subrecipients adopted internal performance targets in January 2017. It was agreed that the performance targets would be reviewed and updated annually. Each Subrecipient formally agreed to be part of the Group TAM Plan process and remained in close contact with ALDOT staff throughout the plan development. ALDOT's TAM Plan will be updated every four years with the next update scheduled for October 2022.

Table 6.3. Alabama Group TAM Plan Participants

Formal Agency Name	Business Entity
Alabama-Tombigbee Regional Commission	ATRC Rural Transportation
Area Referral and Information Service for the Elderly	A.R.I.S.E. Inc.
Autauga County Commission	Autauga County Rural Transportation
Baldwin County Commission	Baldwin Regional Area Transit System (BRATS)
Birmingham Regional Paratransit Consortium	ClasTran
Blount County Commission	Blount County Public Transportation
Chilton County Commission	Chilton County Transit
City of Eufaula	Eufaula/Barbour Transit Authority
City of Guntersville	Guntersville Public Transportation
City of Troy	Pike Area Transit System (PATS)
Covington County Commission	Covington Area Transit System (CATS)
Cullman County Commission	Cullman Area Rural Transportation System (CARTS)
Dekalb County Commission	Dekalb County Rural Transportation
East Alabama Regional Planning and Development Commission	Area Wide Community Transportation Service (ACTS)
Educational Center for Independence	Educational Center for Independence
Escambia County Commission	Escambia County Alabama Transit System (ECAT)
Etowah County Commission	Etowah County Rural Area Transportation
H.E.L.P. Inc.	H.E.L.P. Inc.
Jackson County Commission	Jackson County Rural Transportation
Lee-Russell Council of Governments	Lee County Express (LETA) Phenix City Express (PEX)
Macon-Russell Community Action Agency, Inc.	Macon County Rural Transportation Program
Madison County Commission	Transportation for Rural Areas of Madison County (TRAM)
North Central Alabama Regional Council of Governments	NARCOG Regional Transit Agency
Northwest Alabama Council of Local Governments	NACOLG Transit
SE AL Regional Planning and Development Commission	Wiregrass Transit Authority
St. Clair County Commission	St. Clair County Rural Transportation Program
Walker County Commission	Walker County Rural Transportation Program
West Alabama Health Services, Inc.	West Alabama Public Transportation

The TPO has the following Tier I and Tier II providers operating in the region.

- Tier I: None
- Tier II: Escambia County Area Transit and Tri County Community Council (FL) & Baldwin Regional Area Transit System (AL)

All three (3) providers are considered Tier II providers. Escambia County Area Transit is not part of the FDOT Group TAM Plan. The other two transit providers, Tri County Community Council (FL) & Baldwin Regional Area Transit System (AL) are included in group TAM plans developed by the FDOT Public Transit Office in Tallahassee and the ALDOT office in Montgomery.

Tri County Community Council (FL) & Baldwin Regional Area Transit System are part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT and ALDOT for Tier II providers in Florida and Alabama and coordinates with FDOT and ALDOT on reporting of group targets to NTD. The FY 2019 asset conditions and 2020 targets for the Florida and Alabama Tier II providers are shown in the following Table 6.4.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets during the next fiscal year.

As required by FTA, FDOT and ALDOT will update their respective TAM Plan at least once every four years. FDOT and ALDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the TPOs in which they operate when the targets are updated.

Table 6.4. Florida and Alabama Group Transit Asset Management Targets for Tier II Providers

Asset Category - Performance Measure	Asset Class	FY 2019 Asset Conditions (Florida)	FY 2020 Performance Target (Florida)	FY 2019 Asset Conditions (Alabama)	FY 2020 Performance Target (Alabama)
Revenue Vehicles					
Percent of revenue vehicles that have met or exceed their Useful Life Benchmark (ULB)	Automobile	27.3%	≤27%	n/a	n/a
	Bus	9.1%	≤9%	63%	≤63%
	Cutaway Bus	15.6%	≤15%	42%	≤37%
	School Bus	25%	≤25%	n/a	n/a
	Mini-Van	13.8%	≤13%	43%	≤38%
	SUV	10.0%	≤10%	n/a	n/a
	Van	30.1%	≤30%	69%	≤64%
Equipment					
Percent of service vehicles that have met or exceed their Useful Life Benchmark (ULB)	Non-Revenue Automobile	20%	≤20%	n/a	n/a
	Trucks and other Rubber Tire Vehicles	4%	≤4%	83%	≤73%
Facilities					
Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	0%	≤0%	0%	≤0%
	Administration/ Maintenance Facilities	0%	≤0%	0%	≤0%

Note: ALDOT Revenue Vehicle Asset Categories differed from listed categories. ALDOT categories of Cutaways and Body-on-Chassis were combined into the Cutaway category.

On September 12, 2018, the Florida-Alabama TPO established transit asset targets for the TPO planning area, as summarized in Table 6.5.

Table 6.5. FL-AL TPO Transit Asset Management Targets*

Asset Category Performance Measure	Asset Class	FY 2017 Asset Condition	FY 2021 Target (Escambia County, Florida)	FY 2021 Target (Alabama)
Rolling Stock				
Percent of revenue vehicles that have met or exceed their ULB	Vans	X	Reduce by 0%	Reduce by 10% (of current inventory)
	Cutaway Buses	X	Reduce by 0%	Reduce by 10% (of current inventory)
	Body-on-Chassis	X	Reduce by 0%	Reduce by 10% (of current inventory)
	Full Size Buses	X	Reduce by 3%	Reduce by 10% (of current inventory)
Equipment				
Percent of service vehicles that have met or exceed their ULB		X	Reduce by 10%	Reduce by 10% (of current inventory)
Facilities				
Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Requirements Model (TERM) Scale		X	No more than 20%	No more than 20%

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-30 on September 12, 2018.

These targets for the TPO planning area reflect the targets established by Escambia County Area Transit through their Transit Asset Management Plans, as well as the statewide targets established by FDOT and ALDOT for those providers participating in the Group Transit Asset Management Plan, which includes the following provider(s) in the TPO planning area: Tri County Community Council (FL) & Baldwin Regional Area Transit System (AL).

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 rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to TPOs to aid in the planning process. TPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the TPO planning area. In addition, the Florida-Alabama 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 providers 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.

In Alabama, transit agencies develop their own Public Transportation Agency Safety Plans. The transit agency's governing body adopts their respective safety plan. The ALDOT will review, approve and monitor the implementation of the Public Transportation Agency Safety Plan to ensure compliance with the oversight agency's program standard at each transit agency.

TAM Safety Performance Baselines and Targets

Since the Florida-Alabama TPO Planning Boundary crosses state lines, the TPO must plan and program projects to contribute towards separate targets—one set for each State in which the planning area exists. Baldwin Regional Area Transit System (BRATS) is a demand response transit service in Baldwin County Alabama. Baldwin County established safety targets for BRATS on April 20, 2020. Escambia County, in Florida, established safety targets for both demand response and fixed route ECAT services on December 10, 2020. BRATS, ECAT and Tri County Community Council TAM baseline and target safety performance goals are shown in Table 7.1.

Table 7.1 BRATS, ECAT and Tri County Community Council Safety Performance Targets

Mode	BRATS Baseline[1]	BRATS Performance Targets	ECAT Demand Response Baseline	ECAT Demand Response[3] Targets	ECAT Fixed Route Baseline	ECAT Fixed Route[3] Targets	Tri County Community Council Baseline
Number of Fatalities	0	0	0	0	0	0	0
Number of Serious Injuries	0	0	0	0	0	0	0
Number of Safety Events	0	0	0	0	0	0	0
System Reliability[2]	185,235 revenue miles	185,235 revenue miles	70,632 revenue miles	70,632 revenue miles	90,850 revenue miles	90,850 revenue miles	90,850 revenue miles

[1]Source: Baldwin County Commission, Baldwin Regional Area Transit System (BRATS)
[2] rate= total number for the year/total revenue vehicle miles traveled
[3] Adopted by Resolution 21-07 on January 13, 2021.

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 Florida-Alabama TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the Florida-Alabama TPO FY 2021-2025 TIP, the current Florida-Alabama TPO 2045 LRTP, and the Escambia County Transit Development Plan.

Transit Provider Coordination with States and TPOs

Key considerations for TPOs and transit agencies:

- Transit operators are required to review, update, and certify their PTASP annually.
- A transit agency must make its safety performance targets available to states and TPOs to aid in the planning process, along with its safety plans.
- To the maximum extent practicable, a transit agency must coordinate with states and TPOs in the selection of state and TPO safety performance targets.
- TPOs are required to establish initial transit safety targets within 180 days of the date that public transportation providers establish initial targets. TPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent TPO targets must be established when the TPO updates the TIP or LRTP. When establishing transit safety targets, the TPO can either agree to program projects that will support the transit provider targets or establish its own regional transit targets for the TPO planning area. In cases where two or more providers operate in an TPO planning area and establish different targets for a given measure, the TPO has the option of coordinating with the providers to establish a single target for the TPO planning area, or establishing a set of targets for the TPO planning area that reflects the differing transit provider targets.
- TPOs and states must reference those targets in their long-range transportation plans. States and TPOs must each describe the anticipated effect of their respective transportation improvement programs toward achieving their targets.

The Florida-Alabama TPO will coordinate with public transportation providers in the planning area on the development and establishment of transit safety targets. Targets for transit safety performance were approved by the FL-AL TPO at the January 13, 2021 meeting and will be considered in the Escambia County Transit Development Plan that is currently being developed. LRTP amendments or updates after July 20, 2021 will include the required details about transit safety performance data and targets.

Appendix E: Integration of Emerging Technologies

Florida-Alabama TPO 2045 Needs Plan: Impacts of Connected and Automated Vehicles

Introduction

The purpose of this technical memorandum is to characterize how emerging technologies, such as automated vehicles, will impact transportation needs on the Emerald Coast. There has been a great deal of buzz 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. This document 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

This document will focus primarily on the following three technologies:

- Automated vehicles (AVs), which use an on-board sensor suite to interpret their environment and control some or all driving inputs.
- Connected vehicles (CVs), which radio units to exchange data with each other and the surrounding infrastructure.
- Mobility as a Service (MaaS), which describes the integration of public and private transport services to provide an alternative to personally owned vehicle.

AVs have six levels of automation as defined by the Society of Automotive Engineers (SAE)[35], ranging from a Level 0 (occasional assistance such as blind spot warnings) to Level 5 (the ability to fully self-drive in any environment). Many vehicles currently available for sale have autonomous functions ranging from radar cruise control and automated emergency breaking (Level 1) to more advanced self-driving capabilities like Tesla's AutoPilot system (Level 3). Autonomous microtransit shuttles (such as the vehicles operating in The Villages and Babcock Ranch in Florida), run on short, pre-programmed routes and represent Level 4 as fallback to a human driver is not required. Level 5 autonomy adds this full operating range and is in the research and development phase.

[35] https://www.sae.org/news/press-room/2018/12/sae-international-releases-updated-visual-chart-for-its-%E2%80%9Clevels-of-driving-automation%E2%80%9D-standard-for-self-driving-vehicles



Figure 1: Levels of Automation

CVs will deliver similar benefits by providing vehicle-to-vehicle and vehicle-to-infrastructure warnings faster than human reaction time. Currently there are two forms of CV technology: dedicated short range communications (DSRC) and cellular connectivity. DSRC technology, which functions similar to Wi-Fi, is well-developed and has robust industry standards. However recent industry shifts have bolstered the development of cellular connectivity. The introduction of 5th generation (5G) cellular networks are projected to achieve the low latency required for safety critical applications.

Both AV and CV technology will deliver mobility benefits in the form of decreased headways and more efficient utilization of infrastructure. The emergence of MaaS in parallel to these advancements will create new modal options and ultimately transform the way we travel. Autonomous transit, for example, has the potential to provide door-to-door service of ridehailing at the price point of traditional transit. This has particular relevance on the Emerald Coast, where low and medium density tourist-driven communities are especially well-suited to this model.

Adoption projections for these three technologies vary widely with respect to both time horizon and the level of saturation, making long-term predictions difficult. Current literature suggests that adoption rates in 2040 for Level 3 and higher AVs may range from 5 to 85% (with moderate projections indicating around 50%). Compared to AVs, CV adoption will vary by vehicle and by corridor. While adoption of vehicle-based technology may trend similarly to AV adoption, the underlying communications and power infrastructure may be cost prohibitive on rural corridors (though it is important to note vehicle-to-vehicle CV applications will have value without infrastructure investments).

The MaaS market is especially difficult to pinpoint due to inconsistent definitions and methodologies and varying time horizons. However, there are a few data points to indicate a high magnitude of growth over time. The MaaS market is projected to grow from $39 billion (2017) to $358 billion by 2025 (nearly a tenfold increase), and by 2025 it is expected that 18% of the United States population will use transportation network companies like Uber and Lyft daily.

Travel Pattern Impacts

CAV and MaaS technologies are expected to have profound impacts on both the supply and demand sides of transportation. Just as ATMS technologies aim to improve traffic flow with enhanced monitoring, ramp metering, and adaptive signal control, CAVs will deliver a number of operational benefits:

- More efficient use of existing capacity
- Decreased rate and severity of crashes
- Enhanced situational awareness of upcoming travel conditions

The table below summarizes some of the projected benefits of AVs to roadways based on a recent literature review. For example, at an adoption rate of 85%, highway capacity is projected to increase by 64%, while crash frequency declines by 72%.[36] This will present an opportunity to complement currently-planned ATMS deployments in the short term while potentially decreasing the need for costly physical capacity expansion in the long term.

Table 1: AV Impacts on Travel Trends under Different Scenarios

Travel Trend	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Trips	+6%	+14%	+6%	+19%
Vehicle Miles Traveled	+9%	+16%	+11%	+34%
Roadway Capacity	+4%	+22%	+4%	+64%
Crash Frequency	-21%	-43%	-17%	-72%

At the same time, AV and MaaS technologies are expected to increase travel demand. Most experts agree that emerging transportation technologies will increase vehicle miles traveled by making travel more convenient. MaaS and AV travel options are expected to lower transportation costs by reducing private vehicle ownership; turn commutes into productive time (for example, the ability to read or work on a laptop while riding to work); and enable better transportation access by individuals without drivers' licenses, travelers with disabilities, and disadvantaged communities who might not otherwise be able to afford to travel. In the most aggressive scenario above, trips are projected to increase by 19%.

36 https://iowadot.gov/interstatestudy/IADOT_PEL_80_AV_TechMemo_withAppendices_FINAL_20170629.pdf

The emergence of technology takes place against a backdrop of other demographic forces shifting user preferences that will impact travel demand:

- Increase in the number of older adults, with more choosing to age in place
- Fewer driving-aged children and young adults choosing to get a driver's license
- The increasing ease of telework
- Shifting user preference towards e-commerce
- Newfound willingness to use transit, ridehailing, and other non-single occupancy vehicle travel options
- Increased preference, especially among Millennials and empty-nesters, for dense, walkable environments

MPOs will play an important role in assessing the impact of each of these forces on travel demand. Within Florida, FDOT District 5 has developed a tool called TransFuture that is capable of adjusting travel demand model outputs to reflect the impacts of technology and demographics changes like the ones referenced above. The output presents a probabilistic range for the impacts on factors such as congestion and safety on a corridor basis.

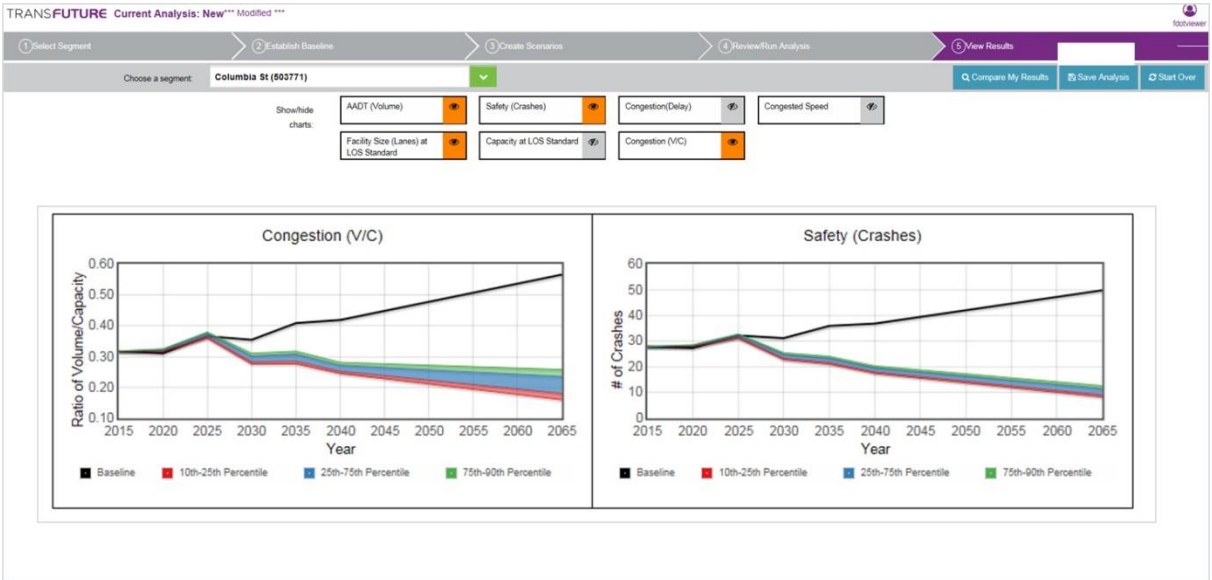


Figure 2: Output of TransFuture Modeling Tool

The Florida-Alabama MPO could utilize a similar tool for their own travel demand model to identify "big picture" impacts to the region as well as corridor-specific impacts. Understanding potential long-term congestion and safety implications is especially valuable when considering long-term capacity expansion projects. For example, using TransFuture, FDOT was able to determine the potential that a six lane facility could meet demand for longer than expected.

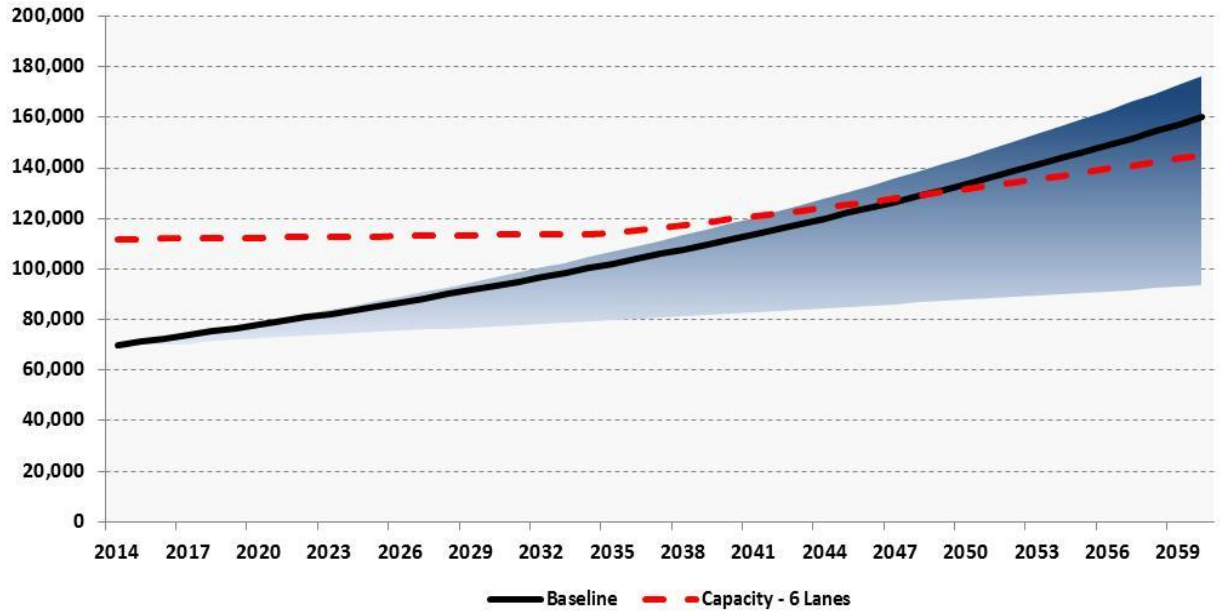


Figure 3: Illustration of Shift in Capacity Expansion Timeline

Compared to other regions in the country, the Emerald Coast has several unique characteristics that will impact future travel patterns:

- Seasonable variability associated with tourism
- Blend of urban and rural environments
- Difficulty of north-south travel
- High seaport activity and east-west truck volumes

How technology might mitigate the mobility challenges associated with these patterns should be further investigated as CAV and MaaS products mature, and to maintain alignment with any planned ATMS investments.

Mobility and Capacity Opportunities

CAV and MaaS implementation will introduce a number of opportunities for transportation agencies to enhance existing capacity and provide new mobility options:

- Increased throughput within lanes
- Improved efficiency of intersection movements
- Flexible adaptation of right of way
- New modal options, such as shared AVs

One of the most cited projected benefits of CAVs is their potential to utilize roadway capacity more efficiently. There are several CAV technologies that will help accomplish this goal:

- Multimodal trip planning, which includes applications that assist travelers in making modal, route, and timing decisions for trips based on the available options and the cost. These applications can be used to demonstrate the cost savings or even incentivize the use of transit, reducing single occupancy vehicle trips.
- Speed harmonization, which applies CV technology to issue dynamic speed limit recommendations to soothe traffic flow and mitigate bottlenecks.
- Queue warning, often associated with speed harmonization applications, broadcasts messages about upcoming slow-downs to decrease the likelihood of rear-end crashes.
- Traffic jam assist, which allows automated control of the vehicle below a certain speed threshold. Traffic jam assist has already been deployed on vehicles with Level 2 automation, and the diver must continually monitor the road and take over if conditions require it.
- Cooperative adaptive cruise control (CACC) aims to reduce headways by establishing platoons in which one or more vehicles “follow” a lead vehicle. Using a combination of AV and CV technology, the lead will make driving decisions and instantaneously communicate driving inputs to the other vehicles in the platoon. As discussed previously, literature suggests platooning could increase per lane throughput by 64% at an AV adoption rate of 85%.
- Cooperative intersection management, which utilizes CAV messaging to dynamically manage traffic signals based on the trajectories and classes of incoming vehicles. Smart traffic signals might also broadcast signal phase and timing and make a speed recommendation to oncoming drivers to reduce dwell times and improve energy consumption.
- Advanced lane detection, which could utilize both AV and CV technologies, to communicate upcoming traffic conditions and make recommendations on the optimal travel path (such as for lane choice or merging in the most efficient manner).

Many state and local agencies have also turned to microsimulation modeling to assess the impacts of CAV technologies on a corridor. By programming CAV characteristics into vehicles within the model, transportation planners can better understand the capacity improvements. For example, on the I-80 corridor in Iowa, modeling resulted in a 26% capacity improvement per lane at 85% AV adoption.[37] This could have profound impacts on highway design, and the decision to expand physical capacity. The Emerald Coast should consider how technology-driven capacity increases will influence long-term planning for major infrastructure projects, and which applications will have the most benefits on a corridor-by-corridor basis.

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

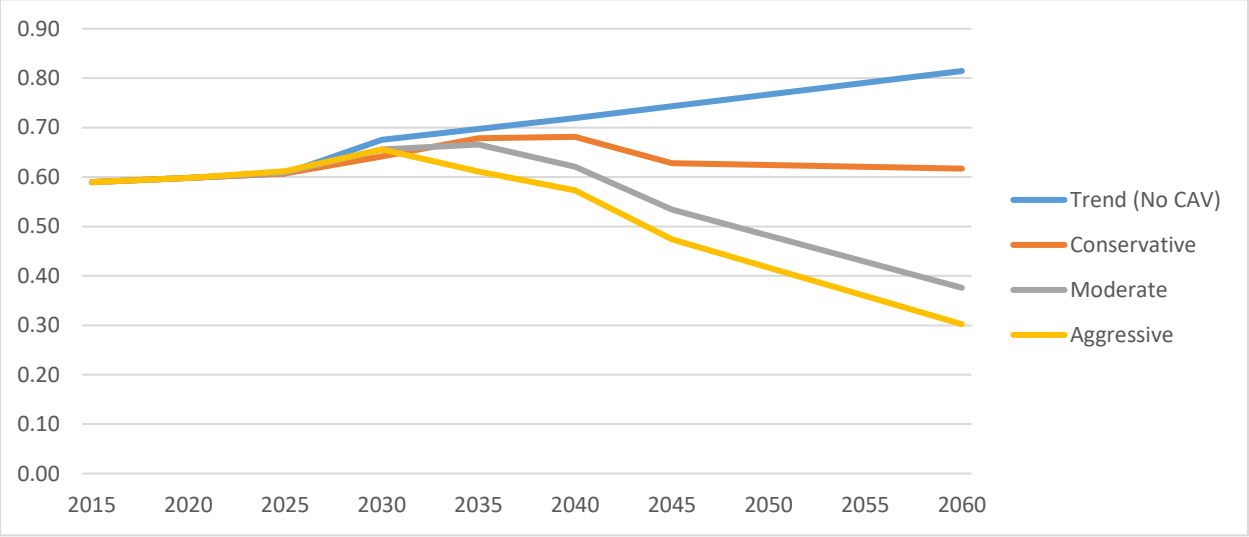


Figure 4: Potential Impacts of CAVs on Volume-Capacity Ratios

[37] https://iowadot.gov/interstatestudy/IADOT_PEL_80_AV_TechMemo_withAppendices_FINAL_20170629.pdf

An analysis was conducted to assess how CAV impacts on traffic volumes and throughput might impact the identified 2045 capacity expansion projects. Assumptions were based on Scenario 2 in Table 1 (14% increase in demand, 22% increase in capacity) to develop a multiplier to apply to the projected volume-capacity ratios in 2045. As shown below, the number of facilities identified as “Very Congested” or “Congested” drops by a quarter. These calculations are for illustrative purposes to drive additional conversations about the long-term impacts of CAVs on roadway demand and capacity.

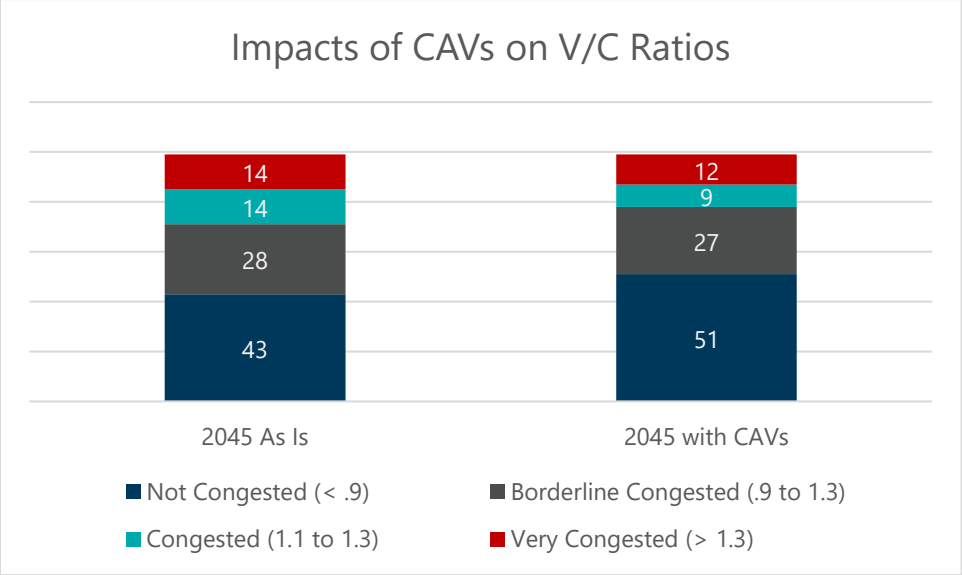


Figure 5: Impacts of CAVs on Florida-Alabama 2045 Capacity Expansion Projects

Beyond the enhanced capacity within lanes, CAVs also have the potential to introduce newfound flexibility to roadways. In the short term, CAVs can enhance existing ATMS technologies such as managed lanes by increasing situational awareness for both drivers and system operators. In the long term, CAVs can make full use of the roadway, with dynamic lane assignment based on conditions.

To accommodate these changes as CAV adoption increases, transportation agencies should plan with the following future-proofing considerations in mind:[38]

- Mobility needs and expandability, such as lane width and shoulder use.
- CAV infrastructure needs, such as machine readable signage, and CV radio equipment.
- Construction methods and materials to support more consistent tracking within lanes.
- Right of way needs (which could be lower in the future if CAVs utilize capacity more efficiently).

Consider an existing three lane highway with two shoulder lanes. Decade-by-decade steps to future-proof this roadway in response to increased CAV adoption could include the following:

- 2020: Set the stage for CV adoption by equipping limited access facilities with roadside CV technology. Begin planning for early AV adopters in the mid-2020s.
- 2030: Set the stage for more widespread AV adoption by constructing full-depth left shoulder to create new, dedicated lane for AVs. Three lanes remain for mixed AV or non-AV travel to accommodate more aggressive growth rates.
- 2040: Embrace a fully connected transportation network while increasing AV facilities. Provide a second dedicated AV lane to respond to market demand. With CV adoption nearly ubiquitous, a full suite of CV applications can be offered.
- 2050: Construct a full-depth right shoulder to create a new mixed-use lane. New smart pavement technology creates a fully dynamic roadway that responds to real-time conditions (such as additional freight lanes when needed, or reversed lanes during a hurricane evacuation).

CAV technologies will play an important role in enhancing the throughput of signalized corridors. Existing products today, such as vehicle detection and adaptive controllers, aim to increase the situational awareness of traffic signals and minimize travel delays. The introduction of CAVs into this environment will provide traffic signals with robust, real-time data on the location and trajectory of both vehicles and pedestrians. A future state with 100% CAV adoption could even include the removal of traffic signals, with vehicles dynamically navigated through intersections in real-time.

[38] https://iowadot.gov/interstatestudy/IADOT_PEL_80_AV_TechMemo_withAppendices_FINAL_20170629.pdf

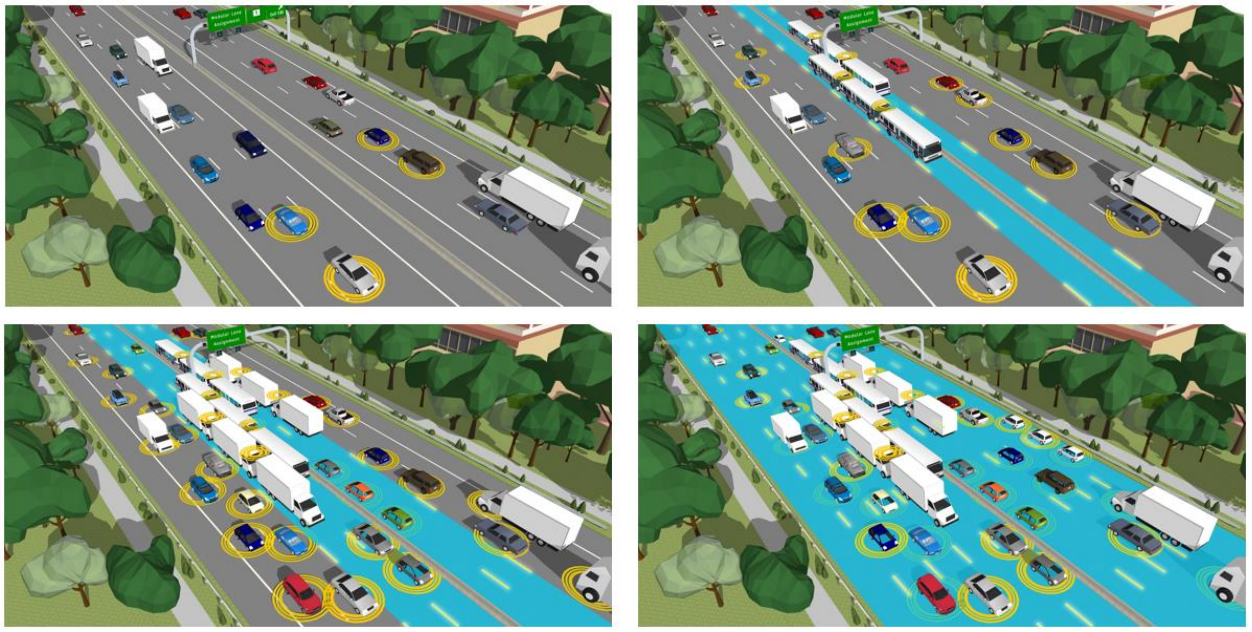


Figure 6: Potential Transition to a Fully CAV-Enabled Roadway

Vehicle-to-infrastructure communications will allow signal controllers to identify the presence of approaching vehicles and even pedestrians with properly equipped mobile devices. With both infrastructure and vehicle-based communications in place, there are a number of potential mobility benefits:

- Utilization of CAV data as an input for real-time adaptive signal control
- A new mechanism for emergency vehicle preemption and transit priority
- Speed recommendations to allow drivers to hit a series of green lights, reducing delay

As CAV market share increases, vehicle-to-vehicle intersection applications will increase in effectiveness. Intersection movement assist applications that detect oncoming vehicles can provide an indication to drivers when it is clear to enter an intersection or make a left turn, while fully autonomous intersections in which CAVs are dynamically navigated through to avoid conflicts will depend upon widespread adoption.

The proliferation of CAVs will vastly increase the data requirements of traffic signals. Existing communication network bandwidth, latency, redundancy, and scalability will need to be inventoried and upgraded over time. Installation of CAV infrastructure or “CAV-readiness” might also be a consideration for upcoming signal upgrade projects. The additive cost of future-proofing a signal with respect to detection, communications, and power requirements will likely be lower than the cost of retrofit down the line.

Safety

According to the National Highway Traffic Safety Administration, around 94% of crashes are caused by human error. AV technology (including currently available features such as pre-collision braking) is expected to vastly decrease the level of human error that contributes to crashes. CV technology will work in a similar fashion by providing both infrastructure-to-vehicle (e.g. curve speed warning, red light violation warnings) and vehicle-to-vehicle (e.g. left turn assist, do not pass warnings) applications. Table 2 identifies how pre-crash scenarios align with example CAV applications.[39]

By applying an effectiveness factor for each of the technologies above to crash types, researchers have begun to estimate overall crash reduction rates for CAVs for individual corridors or an entire transportation network. Florida FDOT recently evaluated the systemic safety impacts of CAVs on their strategic intermodal system using a similar methodology across a range of scenarios. Annual crashes were projected to increase to around 95,000 without CAV technology, but drop to around 25,000 in the most aggressive scenario.

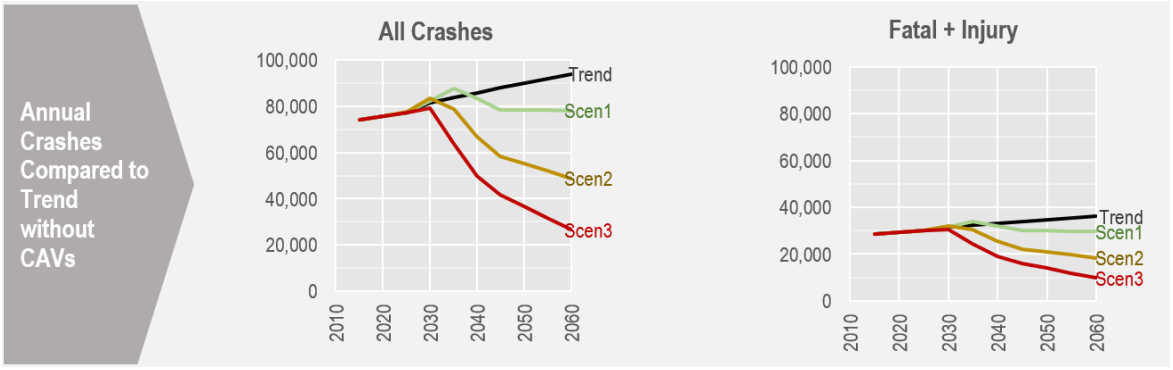


Figure 7: Projected Crash Trends for Range of CAV Scenarios

CAV safety benefits can also be extended to vulnerable roadway uses such as cyclists and pedestrians:

- Many currently available vehicles have advanced pedestrian detection systems, which will only increase in effectiveness as the technology matures.
- Infrastructure can be equipped with detection technology to extend crosswalk timing and provide data to drivers about pedestrian presence in the roadway.
- Pedestrians and cyclists can participate in the CV sensor environment with aftermarket equipment or properly equipped mobile devices.
- Warnings and alerts can be transmitted via infrastructure-based signage, in-vehicle, or mobile device.

To harness CAV technology for safety the most effectively, the Florida-Alabama should develop a heat map of crash types across the region. Analysis of the safety benefits of CAVs could be conducted for individual corridors or across the entire transportation network.

[39] https://www.caee.utexas.edu/prof/kockelman/public_html/TRB16CAVSafety.pdf

Table 2: AV Mapping of Pre-Crash Scenarios to CAV Safety Applications

Pre-Crash Scenario	CAV Safety Application
Vehicle failure	Control Loss Warning
Control loss with prior vehicle action	
Control loss without prior vehicle action	
Running red light	Cooperative Intersection Collision Avoidance System
Running stop sign	
Road edge departure with prior vehicle maneuver	Road Departure Crash Warning Lane-Keeping Assistance
Road edge departure without prior vehicle maneuver	
Road edge departure while backing up	
Animal crash with prior vehicle maneuver	Automatic Emergency Braking Electronic Stability Control
Animal crash without prior vehicle maneuver	
Pedestrian crash with prior vehicle maneuver	Vehicle-to-Pedestrian Safety
Pedestrian crash without prior vehicle maneuver	
Cyclist crash With Prior Vehicle Maneuver	
Cyclist crash without prior vehicle maneuver	
Backing up into another vehicle	Rear Cross-Traffic Alerts
Vehicle(s) turning – same direction	Blind Spot Warning Lane Change Warning
Vehicle(s) changing lanes – same direction	
Vehicle(s) drifting – same direction	
Vehicle(s) making a maneuver – opposite direction	Do Not Pass Warning
Vehicle(s) not making a maneuver – opposite direction	
Following vehicle making a maneuver	Forward Collision Warning Cooperative Adaptive Cruise Control
Lead vehicle accelerating	
Lead vehicle moving at lower constant speed	
Lead vehicle decelerating	
Lead vehicle stopped	
Left turn at signalized junctions	Cooperative Intersection Collision Avoidance System
Vehicle turning right at signalized junctions	
Left turn at non-signalized junctions	
Straight crossing paths at non-signalized junctions	
Vehicle(s) turning at non-signalized junctions	
Evasive action with prior vehicle maneuver	Automatic Emergency Braking Electronic Stability Control
Evasive action without prior vehicle maneuver	
Object crash with prior vehicle maneuver	
Object crash without prior vehicle maneuver	

Impacts on Land Use and Urban Form

Emerging technologies will have profound impacts beyond the transportation system itself. Just as rivers, railroads, and highways have long shaped development patterns, AV and MaaS adoption will transform land use and urban form in new ways:

- Reduced parking demand, enabling higher value land uses
- Increased demand for pick-up and drop-off zones, creating new competition for curb space
- Ease of longer travel distances, potentially increasing urban sprawl

The impacts of AVs on parking will vary both by adoption rates and the type of adoption (privately owned vehicles vs. shared transportation). For example, a high concentration of privately owned AVs will require more parking be maintained than a high degree of MaaS adoption. Similarly, different land uses and densities will see varying impacts.

Urban Commercial/Mixed Use: AVs will have the most pronounced impact on urban commercial and mixed use developments that have access to robust MaaS and transit model options. Relying heavily on these models for transportation, urban areas would likely be able to substantially reduce parking requirements, generating new usable square footage for higher revenue uses. At the same time, high AV and MaaS adoption will have significant impacts on demand for curb space in high density areas, which already see high competition from existing loading zones, street parking, and urban deliveries. One potential solution is to repurpose some portion of existing parking for loading and unloading passengers.

Privately owned AVs will have similar consequences for urban commercial and mixed use development. As vehicles gain the capability to self-park (already an option some currently available models), dense urban areas may be able to reduce parking substantially while accommodating privately owned vehicles. Likely scenarios include off-site or reutilization of parking areas on land in less expensive or underutilized areas, where AVs can be parked for the duration of a visit. Searching for parking is estimated to generate up to 30% of congestion in urban areas; cities should carefully consider how to mitigate the impacts of “zero occupancy travel” as empty AVs search for parking.

Low-Density Commercial: Existing auto-oriented development will likely see a reduction in parking demand as autonomous transportation enters the market. Because some people will still own cars, it is unlikely that auto-oriented land uses (such as shopping centers, office parks, and manufacturing) will see a full elimination of parking. One feasible outcome is a substantial reduction in the parking needed to serve different uses. Our current parking minimums are typically calculated using the peak parking demand observed for that use (such as the holiday season for retail). High MaaS adoption may mean that parking can be scaled back to accommodate a more typical day’s demand, with any excess peak demand being handled by the MaaS services. Additionally, parking does not necessarily need to be located on site if the car can drop the user off and park itself. Parking strategies that utilize shared parking for underutilized lots, or lots that make use of underutilized land could further reduce the need for on-site parking. Reductions in parking will enable re-purposing to more productive land uses. For example, a shopping center may be able to increase the square footage of retail space per acre. However, a higher volume of pick-up and drop-off traffic will have implications on site design.

Medium to High Density Residential: Because higher density housing tends to be closer to city centers, residents may be more predisposed to utilize MaaS and transit options. If these become the dominant forms of transportation for residents in medium to high density housing, it will allow for parking reductions (at the expense of increased loading zones for pick-up and drop-off). That said, many residents will still prefer to own their vehicle. A high degree of private AV adoption in medium to high density residential might lower the overall count of parking needed, but will likely require charging infrastructure.

Many of the resort communities on the Emerald Coast will fall into this category, presenting a unique set of considerations. Visitors who drive or fly to the Emerald Coast will be more predisposed to utilize private AVs (either their own, or rental cars). At the same time, it will be easier for visitors to "park once" at remote parking sites and utilize MaaS options to travel to nearby destinations.

Low Density Residential: Suburban and rural single family detached and attached homes will likely see a more incremental change compared to other land uses due to the predisposition to private vehicle ownership. While it has been estimated that AVs and MaaS options might allow families to reduce the number of household cars, overall site density will likely not change. One notable change will be an increase in charging infrastructure to support a shift to more electric vehicles.

Many experts predict that AV and MaaS options will increase suburban sprawl. The ability to turn tips into usable time may increase commuters' willingness to travel. However, AVs are not expected to see high adoption in rural areas for some time due to the limited operating domain for the technology. Early deployment is currently occurring on limited access highways, likely followed by urbanized areas with supportive infrastructure and high-resolution mapping.

Environmental and Equity Implications

U.S. DOT has developed a number of environmentally focused applications including eco-approach and departure at signalized intersections and dynamic eco-routing.[40] Broadly, these applications aim to recommend efficient driving practices that reduce delay, fuel consumption, or a combination of both. Examples of CAV functionality that could affect fuel economy through eco-driving include adaptive cruise control or vehicle platooning. Vehicle-to-infrastructure communications (e.g., coordination with traffic lights, instant notification of upcoming traffic incidents, and route optimization) can also play an important role: providing drivers with knowledge of the signal phase and timing of upcoming intersections and recommending a speed resulted in a 17% fuel savings in a recent prototype.[41] Braking is a direct waste of energy, so any reduction in braking increases energy efficiency.

While beyond the focus of this technical memo, it is anticipated that AVs will consist primarily of electric vehicles (EVs), with adoption of EVs already increasing rapidly. The emissions benefits of deploying AVs on an electrified fleet platform could help mitigate the environmental concerns associated with AVs increasing VMT, including the potential for zero occupancy travel as they are repositioned between trips. One key benefit of EVs is that they recuperate some of the energy lost to braking.

[40] https://www.its.dot.gov/pilots/pilots_environment.htm

[41] https://www.cert.ucr.edu/sites/g/files/rcwecm1251/files/2020-04/GlidePathT-IV-Publish-final.pdf

The introduction of CAVs will also introduce equity considerations for transportation agencies.

‘**Potential Benefits:**

- Lower travel costs for disadvantaged populations
- New mobility options, especially for travelers with disabilities
- Enhanced safety for vulnerable roadway users
- Reduced emissions

Potential Challenges:

- CAV technologies will be cost-prohibitive for disadvantaged users
- Rollout of technology will be uneven between urban and rural areas
- Overall VMT and sprawl will likely increase

New technologies are capable of making travel easier and safer for all. But there is a significant risk that these benefits will be uneven. Transportation planners, engineers, and policy-makers must keep these considerations in mind as CAVs are deployed to ensure it is done in a safe, and equitable manner.

Summary of Emerging Technology Impacts

Trend	Implications	Considerations
Travel Patterns		
Travel Supply	CAVs will extend the safety and operational benefits of ATMS.	Consider CAVs as an ATMS tool to identify complementary supportive infrastructure
Travel Demand	Technology will make travel easier, increasing VMT.	Consider incorporation of technology impacts into regional travel demand model
Mobility		
Roadway Capacity	CAVs will increase capacity by enabling shorter headways.	Use microsimulation modeling to consider the of implications CAVs on long-term capacity expansion planning
Right of Way	CAVs can make more efficient use of existing right of ways with modular lane technologies.	Consider long-term future-proofing strategies, such as communications and pavement requirements, to support CAVs.
Signalized Corridors	CAVs will improve intersection efficiency by communicating signal phase and timing and reducing dwell times.	Conduct inventory of traffic signals in the region to identify which can support CV communications, and consider this as a factor when making corridor upgrades
Mode Choice	CAVs and MaaS will create new modal options, with door-to-door connected.	Facilitate linkages between modes by enabling first and last mile connectivity and multimodal trip planning/payment
Safety		
Crash Reduction	CAV technologies will combine to reduce or eliminate a range of crash types.	Map current crash hot spots by type and align with short, medium, and long-term CAV interventions
Bike and Pedestrian Safety	Vehicle, infrastructure, and pedestrian-based sensors will enhance safety for vulnerable roadway users.	Identify bike and pedestrian safety hot spots to identify opportunities for CAV-based bike and pedestrian interventions.
Land Use		
Parking Minimums	CAVs and MaaS will reduce the need for nearby parking, allowing more productive lad uses in urban areas.	Identify underutilized parking consider the impacts of re-purposed surface parking on density, trip generation, and revenue.
Curb Space Requirements	These same technologies will increase demand for pick-up and drop-off zones.	Plan for new loading zones at high activity locations (schools, arenas, large office buildings) with concentrated arrivals and departures.
Sprawl	Newfound ease of commuting may increase sprawl.	Monitor federal and state movement towards mileage-based user fees.
Environmental and Equity		
Emissions	EV, CAV platooning, and smart signal technology will reduce emissions.	Identify the supportive charging infrastructure required for large-scale EV adoption.
Access	Technology has the potential to lower transportation costs.	Focus on how technology can be deployed equitably, especially for rural users.

Impacts of CAVs on FL-AL Planned Capacity Expansion Projects

Very Congested 2045 V/C over 1.3					
Corridor	**From**	**To**	**Project Description**	**2045 V/C**	**AV V/C**
US 90A (E. Nine Mile Road)	SR 291 (Davis Highway)	US 90 (Scenic Highway)	Provide 6 Lanes of Capacity	**1.57**	**1.47**
SR 173 (N. Blue Angel Parkway)	US 98	SR 296 (Saufley Field Road)	Provide 4 Lanes of Capacity	**1.52**	**1.42**
SR 292 (Sorrento Road)	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity	**1.46**	**1.36**
SR 292 (Sorrento Rd / Gulf Beach Hwy)	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Provide 4 Lanes of Capacity	**1.57**	**1.47**
SR 292 (Gulf Beach Hwy)	SR 727 (S. Fairfield Dr)	SR 295 (Navy Blvd)	Provide 4 Lanes of Capacity	**1.65**	**1.54**
SR 727 (N. Fairfield Dr.)	SR 298 (Lillian Hwy)	US 98	Provide 4 Lanes of Capacity	**1.4**	**1.31**
US 98 (Lillian Hwy)	East end of Lillian Bridge	West end of Lillian Bridge	Provide 4 Lanes of Capacity and Bridge Replacement	**1.57**	**1.47**
US 98	US90/US98 Connector	Florida/Alabama Line	Provide 4 Lanes of Capacity	**1.8**	**1.68**
US 98	SR 727 (S. Fairfield Dr)	SR 295 (N. Navy Blvd)	Widen to 6 Lanes and Access Improvements to Corry Station at Navy Exchange Rd	**1.65**	**1.54**
US 98 (Lillian Hwy)	SR 173 (N. Blue Angel Parkway)	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Provide 4 Lanes of Capacity	**1.33**	**1.24**
US 98 (Lillian Hwy)	East end of Lillian Bridge	CR 297 (Dog Track Road) / US 98 (Lillian Hwy)	Provide 4 Lanes of Capacity	**1.73**	**1.62**
SR 296 (Saufley Field Road)	US 90 (Mobile Hwy)	SR 173 (N. Blue Angel Parkway)	Provide 4 Lanes of Capacity	**1.51**	**1.41**
CR 197 (Chumuckla Hwy)	US 90	Five Points Intersection	Provide 4 Lanes of Capacity	**1.33**	**1.24**
US 90 (Caroline Street)	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Provide 4 Lanes of Capacity	**1.4**	**1.31**

Congested 2045 V/C between 1.1 and 1.3					
Corridor	**From**	**To**	**Project Description**	**2045 V/C**	**AV V/C**
I-10	SR 281 (Avalon Boulevard)	SR 87 South	Provide 6 Lanes of Capacity	**1.28**	**1.20**
US 90A (E. Nine Mile Road)	US 29 (SR 95)	University Parkway	Provide 6 Lanes of Capacity	**1.13**	**1.06**
SR 289 (Ninth Avenue)	SR 296 (Bayou Blvd)	CR 290 (Olive Road)	Provide 6 Lanes of Capacity with I-10 at Ninth Avenue Interchange	**1.21**	**1.13**
SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge	South end of the ICWW Bridge	CR 292A (Gulf Beach Hwy) and SR 297 (Innerarity Point Rd)	Provide 4 Lanes of Capacity and Bridge Replacement	**1.14**	**1.07**
CR 297 (Pine Forest Road)	US 90A (W. Nine Mile Road)	Nine and 1/2 Mile Road	Provide 4 Lanes of Capacity	**1.12**	**1.05**
SR 727 (W. Fairfield Dr.)	US 90 (Mobile Hwy)	SR 298 (Lillian Hwy)	Provide 4 Lanes of Capacity	**1.17**	**1.09**
US 90	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Provide 6 Lanes of Capacity	**1.15**	**1.07**
CR 197A (Woodbine Road)	US 90	Five Points Intersection	Provide 4 Lanes of Capacity	**1.25**	**1.17**
SR 292A (Gulf Beach Hwy)	SR 292 (Sorrento Rd)	SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity	**1.13**	**1.06**
US 98	CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy)	SR 173 (S. Blue Angel Parkway)	Provide 4 Lanes of Capacity	**1.22**	**1.14**
SR 295 (N. New Warrington Rd)	US 98	US 90 (Mobile Hwy)	Provide 6 Lanes of Capacity	**1.17**	**1.09**
SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	SR 173 (N. Blue Angel Parkway)	Provide 4 Lanes of Capacity	**1.21**	**1.13**
SR 296 (Brent Lane)	SR 291 (Davis Hwy)	US 98 (N. Palafox St)	Provide 6 Lanes of Capacity	**1.23**	**1.15**
US 90	Glover Lane	SR 87 N (Stewart Street)	Provide 6 Lanes of Capacity	**1.23**	**1.15**

Borderline Congested 2045 V/C 0.9 to 1.1					
Corridor	**From**	**To**	**Project Description**	**2045 V/C**	**AV V/C**
SR 742 (W. Burgess Road)	US 29 (SR 95)	SR 742 (Creighton Road) / Hilburn Road	Realign/Provide 4 Lanes of Capacity	**1.01**	**0.94**
E. Spencer Field Road	US 90	Hamilton Bridge Road	Provide 4 Lanes of Capacity	**1**	**0.93**
I-10	SR 99 (Beulah Road) Overpass	Pine Forest Road (SR297)	Provide 6 Lanes of Capacity	**0.91**	**0.85**
I-10	Pine Forest Road (SR297)	US 29 (SR 95)	Provide 6 Lanes of Capacity	**0.92**	**0.86**
I-10	SR 87 South	Okaloosa County Line	Provide 6 Lanes of Capacity	**1.04**	**0.97**
SR 399 (Navarre Beach Causeway)	US 98 (SR 30)	SR 399 (Gulf Boulevard)	Provide 4 Lanes of Capacity and Bridge Replacement	**1.09**	**1.02**
US 90A (E. Nine Mile Road)	University Parkway	SR 291 (Davis Highway)	Provide 6 Lanes of Capacity	**0.97**	**0.91**
SR 173 (N. Blue Angel Parkway)	SR 296 (Saufley Field Road)	SR 297 (Pine Forest Road)	Provide 4 Lanes of Capacity	**0.94**	**0.88**
SR 297 (Pine Forest Road)	I-10 (SR 8)	US 90 (W. Nine Mile Road)	Provide 4 Lanes of Capacity	**1.03**	**0.96**
SR 742 (Creighton Road)	Forest Glen Drive (east of 9th Ave)	US 90 (Scenic Highway)	Provide 4 Lanes of Capacity	**0.91**	**0.85**
US 90	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Provide 6 Lanes of Capacity	**1.04**	**0.97**
US 90	Simpson River Bridge	Third Avenue	Provide 6 Lanes of Capacity	**1.04**	**0.97**
US 90	CR 197A Bell Lane	Glover Lane	Provide 6 Lanes of Capacity	1.04	0.97
CR 184A (Berryhill Rd)	Five Points Intersection	W Spencer Field Rd	Provide 4 Lanes of Capacity	0.93	0.87
SR 296 (Saufley Field Rd)	SR 173 (N. Blue Angel Parkway)	Saufley Field Entrance	Provide 4 Lanes of Capacity and access improvements to Saufley Field	1.07	1.00
Navarre Bridge Realignment	SR 87	SR 399 (Navarre Beach Causeway)	Bridge Realignment	1.09	1.02
US 98 (Gulf Breeze Parkway)	Bayshore Road	Portside Drive	Provide 6 Lanes of Capacity	1.01	0.94
US 98 (Gulf Breeze Parkway)	Portside Drive	Bergren Road	Provide 6 Lanes of Capacity	1.01	0.94

2045 V/C	2045 V/C	2045 V/C	2045 V/C	2045 V/C	2045 V/C
US 29 Connector East Bypass / N. Hwy 95A / CR 184 Quintette Road	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	Provide 4 Lanes of Capacity	1.01	0.94
CR 453 (North W. Street)	SR 296 (Beverly Parkway)	SR 750 (W. Airport Blvd)	Provide 4 Lanes of Capacity	1.01	0.94
US 98	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Provide 6 Lanes of Capacity	0.94	0.88
SR 727 (S. Fairfield Dr.)	US 98	SR 292 (Gulf Beach Hwy)	Provide 4 Lanes of Capacity	1.06	0.99
US 90 (Mobile Hwy)	SR 295 (New Warrington Rd)	SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity	0.97	0.91
SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Provide 4 Lanes of Capacity	1.08	1.01
CR 197 (Chumuckla Hwy)	Five Points Intersection	Smyer Drive	Provide 4 Lanes of Capacity	**0.99**	**0.93**
Daniel Street	Shoreline Drive	US 98 (Gulf Breeze Pkwy)	Provide 4 Lanes of Capacity	**1.07**	**1.00**
US 29	Nine 1/2 Mile Road	State Line	Provide 6 Lanes Capacity	**0.94**	**0.88**
US 90A (W. Nine Mile Road)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Provide 6 Lanes of Capacity	**0.94**	**0.88**
US 29 Connector East Bypass / N. Hwy 95A / CR 184 Quintette Road	US 29 (SR 95)	CR 197 Chumuckla Hwy / Five Points	Provide 4 Lanes of Capacity	1.01	0.94
CR 453 (North W. Street)	SR 296 (Beverly Parkway)	SR 750 (W. Airport Blvd)	Provide 4 Lanes of Capacity	1.01	0.94
US 98	SR 173 (N. Blue Angel Parkway)	SR 727 (S. Fairfield Dr)	Provide 6 Lanes of Capacity	0.94	0.88
SR 727 (S. Fairfield Dr.)	US 98	SR 292 (Gulf Beach Hwy)	Provide 4 Lanes of Capacity	1.06	0.99
US 90 (Mobile Hwy)	SR 295 (New Warrington Rd)	SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity	0.97	0.91
SR 298 (Lillian Hwy)	SR 295 (N New Warrington Rd)	US 98 / US 90 (Mobile Hwy)	Provide 4 Lanes of Capacity	1.08	1.01
CR 197 (Chumuckla Hwy)	Five Points Intersection	Smyer Drive	Provide 4 Lanes of Capacity	**0.99**	**0.93**
Daniel Street	Shoreline Drive	US 98 (Gulf Breeze Pkwy)	Provide 4 Lanes of Capacity	**1.07**	**1.00**
US 29	Nine 1/2 Mile Road	State Line	Provide 6 Lanes Capacity	**0.94**	**0.88**
US 90A (W. Nine Mile Road)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Provide 6 Lanes of Capacity	**0.94**	**0.88**

Non-Congested 2045 V/C 0.9 to 1.1					
Corridor	**From**	**To**	**Project Description**	**2045 V/C**	**AV V/C**
CR 197A (Bell Lane)	CR 191B (Sterling Way)	US 90	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
Pea Ridge Connector	US 90	CR 191 (Willard Norris Road)	Provide 4 Lanes of New Capacity	Less than 0.9	Less than 0.84
College Parkway Extension	SR 296 (Brent Lane)	Trinity Drive	New 2 Lane Facility	Less than 0.9	Less than 0.84
I-10	Alabama State Line	SR 99 (Beulah Road) Overpass	Provide 6 Lanes of Capacity	Less than 0.9	Less than 0.84
Navarre Community Access Road	Edgewood Drive	Whispering Pines Boulevard	Provide 2 Lanes of New Capacity	Less than 0.9	Less than 0.84
US 90A (W. Nine Mile Road)	US 90 (Mobile Hwy)	SR 99 (Beulah Road)	Provide 6 Lanes of Capacity	Less than 0.9	Less than 0.84
Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	Wymart Road	Realign/Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
Pinestead-Longleaf Connector	Wymart Road	US 29 (SR 95)	Realign/Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
SR 173 (S. Blue Angel Parkway)	SR 292 (Gulf Beach Highway) / Sorrento Road	US 98	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
CR 191B (Sterling Way)	CR 197A (Bell Lane)	Avalon Boulevard (SR 281)	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
US 29 (Pensacola Blvd)	Nine 1/2 Mile Road	CR 297 (Roberts Road)	Provide 6 Lanes of Capacity	Less than 0.9	Less than 0.84
US 29 Connector West Bypass	US 29 (SR 95)	US 90 (SR 10)	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
US 90 (Mobile Hwy)	Florida / Alabama State Line	Mobile Highway / US 90	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
US 90	Third Avenue	CR 197A Bell Lane	Provide 6 Lanes of Capacity	Less than 0.9	Less than 0.84
Watkins Street Extension	US 90 (SR 10)	Sterling Way	Improved/New 2 Lane Facility	Less than 0.9	Less than 0.84
SR 99 (Beulah Road)	US 90 (Mobile Hwy)	I-10 New Interchange	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
CR 749 (Chemstrand Road)	Nine Mile Road	Old Chemstrand Road	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
Edgewood Drive	CR 399 (East Bay Boulevard)	US 98	Enhanced 2 Lane Facility	Less than 0.9	Less than 0.84
SR 295 (Navy Boulevard) [N and S segments]	SR 295 (New Warrington Road)	Bayou Grande Bridge / Duncan Road / NAS Entrance	Enhanced 4 Lane Facility	Less than 0.9	Less than 0.84

Non-Congested 2045 V/C 0.9 to 1.1					
Corridor	**From**	**To**	**Project Description**	**2045 V/C**	**AV V/C**
Well Line Road	US 29	CR 97 (Jacks Branch)	New 2 Lane Facility	Less than 0.9	Less than 0.84
Kingsfield Road	CR 97 W	SR 99 (Beulah Road)	New 2 Lane Facility	Less than 0.9	Less than 0.84
Quintette Road	US 29	CR 97 (Jacks Branch)	New 2 Lane Facility	Less than 0.9	Less than 0.84
Panhandle Trail Drive	US 98	East River Drive	Enhanced 2 Lane Facility	Less than 0.9	Less than 0.84
US 90A (W. Nine Mile Road)	SR 99 (Beulah Road)	SR 297 (Pine Forest Road)	Provide 6 Lanes of Capacity	Less than 0.9	Less than 0.84
US 90	Us 90 / US 98 Connector	Florida/Alabama State Line	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
US 90 / US 98 New Connector	US 98 (SR 30)	US 90 (SR 10)	New 2 Lane Facility	Less than 0.9	Less than 0.84
AL Cross Island Connector (Foley Beach Ext.)	SR 180 (Canal Road)	SR 182 (Perdido Beach Boulevard)	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
AL SR 180 (Canal Road)	Foley Beach Express	SR 161 (Orange Beach Blvd)	Provide 5 Lanes Capacity	Less than 0.9	Less than 0.84
AL SR 180 (Canal Road)	SR 59	Foley Beach Express	Provide 5 Lanes of Capacity	Less than 0.9	Less than 0.84
AL SR 180 (Canal Road)	SR 161 (Orange Beach Boulevard)	Wilson Boulevard	Provide 3 Lanes Capacity	Less than 0.9	Less than 0.84
AL Wolf Bay Bridge	SR 180 (Canal Road)	CR 20 / Harpoon Drive	Construct new 2 Lane Bridge and Connecting Roads	Less than 0.9	Less than 0.84
AL Gulf Coast Intracoastal Waterway Bridge	SR 180 (Canal Road)	Foley Beach Express	Construction new 2 Lane Bridge	Less than 0.9	Less than 0.84
AL CR 83 (Baldwin Beach Express) Extension	I-10	I-65	Provide 2 or 4 Lanes of New Capacity	Less than 0.9	Less than 0.84
US 98 (Gulf Breeze Parkway)	Bergren Road	Ramble Bay Lane	Provide 6 Lanes of Capacity	Less than 0.9	Less than 0.84
US 98 (Gulf Breeze Parkway)	Ramble Bay Lane	Ortega Street	Provide 6 Lanes of Capacity	Less than 0.9	Less than 0.84
US 98 (Gulf Breeze Parkway)	Ortega Street	Okaloosa County Line	Provide 6 Lanes of Capacity	Less than 0.9	Less than 0.84
SR 87	US 90 via SR 87A New Connector	FL / AL State Line	Add to Strategic Intermodal System (SIS) and/or Strategic Highway Network (STRAHNET) Whiting Field	Less than 0.9	Less than 0.84

Non-Congested 2045 V/C 0.9 to 1.1					
Corridor	**From**	**To**	**Project Description**	**2045 V/C**	**AV V/C**
SR 87A New Connector	US 90	CR 191 (Munson Hwy)	New 4-lane capacity corridor for SR 87 Connector	Less than 0.9	Less than 0.84
SR 87A New Connector	CR 191 (Munson Hwy)	SR 87N	New 4-lane capacity corridor for SR 87 Connector	Less than 0.9	Less than 0.84
SR 173 (S. Blue Angel Parkway)	SR 173 (S. Blue Angel Parkway)	SR 292 (Gulf Beach Hwy) at NAS West Gate	Dedicated truck entrance lane w/ signage/signal on SR 173 south of SR 292 to NAS West Gate.	Less than 0.9	Less than 0.84
Muscogee Road Reconstruction	SR 99 (Beulah Road)	US 29 (SR 95)	Reconstruction (widening, shoulder improvements)	Less than 0.9	Less than 0.84
US 90 (Caroline Street)	CR 89 (Ward Basin Road)	SR 87 S	Provide 4 Lanes of Capacity	Less than 0.9	Less than 0.84
Greenbrier Blvd Extension	E. Ten Mile Road / Guidy Lane	Campus Drive on University of West Florida (UWF)	Provide 2 Lanes of Capacity and Road Extension	Less than 0.9	Less than 0.84

Needs Plan Project Analysis

FDOT categorizes traffic congestion conditions into four levels based on the value of V/C ratio: Very Congested with V/C ratio greater than or equal to 1.3, Congested with V/C ratio between 1.1 to 1.3, Borderline Congested with V/C ratio between 0.9 to 1.1, and Non-Congested with V/C less than or equal to 0.9. Based on existing traffic demand forecast which does not include potential AV impacts, capacity improvements are needed to address increased severity of congestion by 2045. There are approximately 14 capacity expansion projects are proposed for corridors that are expected to experience Very Congested condition by 2045. There are also 14 capacity projects for Congested condition, and 25 capacity projects for Borderline Congested. Another 43 improvements are planned for corridors with less than 0.9 V/C ratio projection.

The introduction of AVs will increase the efficiency and utilization of existing roadway. With consideration of AVs, it will help mitigate the severity of congestion and in turns reduce the need for capacity improvements. For the 14 corridors that are expected to experience Very Congested condition in 2045, AVs will reduce the highest V/C ratio from 1.73 to 1.66 and alleviate Very Congested condition to Congested for 2 corridors (1 corridor is in 2035 and 2040 Needs Plan). For the 14 corridors that will encounter Congested condition, AVs will bring down congestion to Borderline Congested for 7 corridors (5 corridors are in 2035 and 2040 Needs Plan). For the 25 corridors that will operate at Borderline Congested condition, 10 of the 25 will operate under Non-Congested condition with the consideration of AVs (6 of 10 corridors are in 2035 and 2040 Needs Plan). In addition, it will improve the traffic condition for corridors with V/C ratio of less than 0.9 corridors by reducing the V/C ratio down to less than 0.83. This effect applies to all 43 corridors (40 corridors are in 2040 Needs Plan and 27 corridors are in 2035 Needs Plan). Given the adoption of AVs is a long-term effort, the AVs impacts are more applicable to planned projects that are included in 2035 and 2040 Needs Plan.

Appendix F: Revenue Forecast

Office of Policy Planning September 27, 2018

2045 REVENUE FORECAST
FLORIDA-ALABAMA 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[1]) 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[2]) 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) 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.*[3]

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[1] In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA, and MTPO.

[2] Fixing America's Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

[3] 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.

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.[4] Districts always inform MPOs of projects that are proposed to be included in the CFP, and, conversely, 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

[4] Formerly known as the Systems Planning Office.

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) 2020[1]	2021-2025[1]	2026-2030	2031-2035	2036-2045	26-Year Total[2] 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.[5] For planning purposes, transit program funds were divided between Districts and counties according to population.

[5] 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 Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) 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 Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way 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 Land Acquisition Planning Discretionary Capacity Improvements
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission 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 Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
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 Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction 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 Florida-Alabama 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	14.41	118.34	149.53	163.46	342.30	788.04
Transit	8.68	48.21	60.79	66.57	138.69	322.94
Total - Main Programs	23.09	166.54	210.32	230.03	481.00	**1,110.98**

* 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)

Florida-Alabama Metropolitan Area (Defined as Escambia and Santa Rosa Counties)	Time Periods (Fiscal Years)					26 Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA / SU Funds	5.40	26.99	26.99	26.99	53.98	140.35

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.[6] 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.

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.

[6] Other projects for which funding is uncertain may also be included as illustrative projects.

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)

Florida-Alabama Metropolitan Area (Defined as Escambia and Santa Rosa 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	0.43	2.14	2.14	2.14	4.28	11.12
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 in each

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 Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System 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 Replace - On System Local Bridge Replacement 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 Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations 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 Fixed Capital Outlay Office Information Systems 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.

Florida Department of Transportation

Revenue Forecasting Guidebook

January 2, 2019



Adjusting Project Costs

To balance project costs against the revenue estimates from the 2045 Revenue Forecast, costs and revenues need to be expressed using the same base year. Project cost estimates are typically expressed in "present day costs" (i.e., year that the project costs were developed, such as 2016), which are based on the value of money in the recent year and not adjusted for inflation.

Table 8 will assist MPOs in converting project costs to YOE dollars. For example, if the cost estimate for a specific project is expressed in fiscal year 2015 dollars and the project is planned to be implemented in the 2026 to 2030 time period, the MPO should multiply the cost estimate by 1.43 to convert the cost estimate to YOE dollars. The inflation multipliers included in Table 8 are based on the Department's inflation factors associated with the FY 2018-2022 Work Program and previous work programs. Factors for project cost estimates developed in fiscal years 2015, 2016, 2017 and 2018 are shown in Table 8 because needed project cost estimates are likely to be denominated in dollars of one of those years. If subsequent project cost estimates are developed denominated in fiscal years 2019, 2020 or 2021, the table can be updated.

As a detailed example, consider a desired project for which a cost estimate was generated by local government in FY 2015. The annual inflation rates in the lower part of Table 8 can be used to convert local cost estimates prepared in "today's" dollars to YOE dollars. When the cost estimate is expressed in 2015 dollars, the MPO can estimate the amount in 2021 dollars as follows:

2021 dollars = (2015 dollars) * (1.030) * (1.027) * (1.025) * (1.027) * (1.028) * (1.026)
(for 2016) (for 2017) (for 2018) (for 2019) (for 2020) (for 2021)

To put it another way, a project cost estimated in 2015 dollars should be multiplied by 1.174 to generate the most plausible estimate of construction costs in the year 2021.

For consistency with other estimates, FDOT recommends summarizing estimated local funds for each year by the 5-year periods.

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

ALABAMA DEPARTMENT OF TRANSPORTATION
Local Transportation Bureau
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Kay Ivey
Governor

John R. Cooper
Transportation Director

January 25, 2019

MEMORANDUM

TO: Mr. Austin Mount, Executive Director, West Florida Regional Planning Council
Southwest Region Engineer and Region Local Transportation Engineer
Clint Andrews, Planning and Program Management Team Leader, FHWA-AL
Keith Melton, Director, Office of Planning and Program Development, FTA-Region 4

FROM: D.E. (Ed) Phillips, Jr., State Local Transportation Engineer

ATTN: Mary-Beth Washnock

RE: MPO Long-Range Transportation Plan

As part of the comprehensive, cooperative, and continuing transportation planning process, a Metropolitan Planning Organization (MPO) is required to develop a Long-Range Transportation Plan (LRTP) every five years. In Alabama, LRTPs will forecast transportation projects for a 25-year (FY-2045) horizon. The program of projects over that time is expected to be fiscally constrained, meaning the cost of projects in the LRTP cannot exceed funding that is "reasonably expected to be available (23 CFR 450.324)."

The MPO should work with the Alabama Department of Transportation Region office to determine what projects will be eligible for funding. All planned transportation projects located in the metropolitan planning area should be included in the long-range transportation plan, regardless of funding source.

This includes:

- All projects receiving funding from the Federal Highway Administration
- All projects receiving funding from the Federal Transit Administration
- Regionally Significant Projects as defined by 23 CFR 450.104

Below is a summary of funding availability for the MPO's 2045 Long-Range Transportation Plan.

Capacity – Projects to be included in the FY2020-2023 Transportation Improvement Program can be obtained from the ALDOT CPMS Portal. ALDOT anticipates allocating $3,528,000 in Federal funds for Capacity Projects within the MPO for fiscal years 2024 through 2045. Please coordinate with your ALDOT Region to ensure that your financially constrained project table, generated from CPMS, is limited to the anticipated allocation.

Operations and Maintenance (O&M) – Projects included in the FY2020-2023 Transportation Improvement Program can be obtained from the ALDOT CPMS Portal. ALDOT anticipates allocating $6,712,446 in Federal funds for O&M Projects within the MPO for fiscal years 2024

through 2045. Please coordinate with your ALDOT Region to ensure that your financially constrained project table, generated from CPMS, is limited to the anticipated allocation.

MPO Dedicated – ALDOT anticipates allocating $154,765 annually in Federal funds for MPO Dedicated Projects. Please notify your ALDOT Region of any MPO dedicated funded projects you wish to include in your LRTP so that the ALDOT Region may enter those projects into CPMS.

Please contact Michael Hora at 334-242-6517 or horam@dot.state.al.us for more information.

DEP:mh

C: Mr. John R. Cooper, Transportation Director
Mr. Don T. Arkle, Chief Engineer
Mr. Edward N. Austin, Assistant Chief Engineer
Mr. Clay McBrien, State Office Engineer
Mr. Michael Hora, Assistant State Local Transportation Engineer, Planning
Mr. Randy Stroup, Assistant State Local Transportation Engineer, Transit

Appendix G: Needs Plan Purpose and Need Statements

PURPOSE AND NEED STATEMENTS

2045 Florida-Alabama Long Range Transportation Plan

Needs Plan

MAP ID

1

PROJECT NAME

US 90 – US 90 / US 98 Connector to Florida / Alabama State Line

PURPOSE

Address the future demand on US 90 that is anticipated when the US 90/US 98 connector is in place.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project segment provides access through the Florida / Alabama State Line to Baldwin County, AL and Browns Landing Road.

PARALLEL FACILITIES

There are no parallel facilities to the project segment.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle facilities in the corridor and will connect to other regional facilities.

TRANSIT

No transit needs are identified along this corridor.

MAP ID

2

PROJECT NAME

US 90 / US 98 New Connector – US 98 (SR 30) to US 90 (SR 10)

PURPOSE

Provide travelers with alternative routes to access Florida and/or Alabama, add additional roadway capacity, and reduce traffic congestion.

IMPROVEMENT

Provide new two lanes of capacity.

REGIONAL CONNECTIVITY

This project would connect Lillian to Seminole in Alabama.

PARALLEL FACILITIES

There are no parallel facilities that run within 2 miles of the proposed project segment.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle facilities in the corridor and will connect to other regional facilities as well.

TRANSIT

No transit needs are identified along this corridor.

MAP ID

3, 66, 47

PROJECT NAME

US 98 (AL 42) – US 90 / US 98 Connector to Florida / Alabama State Line Over Perdido Bay

US 98 – Lillian Highway Bridge over Perdido River / Perdido Bay

US 98- East end of Lillian Bridge to CR 297 (Dog Track Road)

PURPOSE

Provide travelers with alternative routes to access Florida and/or Alabama, add additional roadway capacity, and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity and replace Lillian Highway / US 98 Bridge over Perdido River and Bay.

REGIONAL CONNECTIVITY

This project segment provides crossing over Perdido Bay from Lillian, AL between Baldwin County, AL and Escambia County, FL. The bridge spans the state line.

PARALLEL FACILITIES

The project segment has no parallel facilities.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities as well.

TRANSIT

No transit needs are identified along this corridor.

MAP ID

4

PROJECT NAME

AL Cross Island Connector (Foley Beach Ext.) – AL SR 180 (Canal Road) to AL SR 182 (Perdido Beach Boulevard)

PURPOSE

The purpose of the project is to reduce traffic congestion, increase roadway capacity, and provide additional regional connectivity in the area in accordance with the March 2020 City of Orange Beach 2020-2035 Community Preservation and Growth Management Plan.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project addresses the daily demands of the residents and visitors of Orange Beach, and serves as a critical link in the evacuation network.

PARALLEL FACILITIES

Approximately 2.5 miles to the east, the Alabama Coastal Connection runs south/north parallel to the project segment.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities as well.

TRANSIT

There are currently no public transit options in this area. Baldwin Regional Area Transit System (BRATS) operates on-demand routes. BRATS City Zone Routes are a Demand Response / Dial a Ride Program which have been established to accommodate the travel request for travel within the cities of Bay Minette, Daphne, Fairhope, Foley, Loxley, Robertsdale and Spanish Fort and are charged by the mileage of the trip. Express routes are a demand response / Dial A Ride program which allows travel outside the city. Express Routes can connect with our Central Transfer routes and fares are charged by mileage. Designated routing has been put in place on the Eastern Shore in order to accommodate the large volume of travel requests in Fairhope, Daphne and Spanish Fort.

MAP ID

5

PROJECT NAME

AL SR 180 (Canal Road) from SR 50 to Foley Beach Express

PURPOSE

This project is needed to address the current and forecasted demand on Canal Road. Canal Road serves as the primary access to the beach from the Foley Beach Express.

IMPROVEMENT

Provide five lanes of capacity.

REGIONAL CONNECTIVITY

This project addresses the daily demands of the residents and visitors of Orange Beach, and serves as a critical link in the evacuation network.

PARALLEL FACILITIES

Approximately 2.5 miles to the east, the Alabama Coastal Connection runs south/north parallel to the project segment. SR 182 which runs east-west along the coast is a 5 lanes facility, SR 161 is a 4 lane divided facility and Foley Beach Express is a 4 lane limited access facility. Canal Road as a 2 lane facility is a bottleneck that increases clearance times.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT

Baldwin Regional Area Transit System (BRATS) operates on-demand routes. BRATS City Zone Routes are a Demand Response / Dial a Ride Program which have been established to accommodate the travel request for travel within the cities of Bay Minette, Daphne, Fairhope, Foley, Loxley, Robertsdale and Spanish Fort and are charged by the mileage of the trip. Express routes allow travel outside the city. Designated routing has been put in place on the Eastern Shore in order to accommodate the large volume of travel requests in Fairhope, Daphne and Spanish Fort.

MAP ID

6

PROJECT NAME

AL SR 180 (Canal Road) – SR 161 (Orange Beach Boulevard) to Wilson Boulevard

PURPOSE

This project is needed to address the current and forecasted demand on Canal Road. Canal Road serves as the primary access to the beach from the Foley Beach Express.

IMPROVEMENT

Provide five lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects the Gulf Shores neighborhood to Gulf Shores Parkway and Commercial Avenue.

PARALLEL FACILITIES

To the north of the project segment is Colton Creek Drive which runs parallel to the project segment from Gulf Shores Parkway to Foley Beach Express.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor and will connect to other regional facilities.

TRANSIT

Baldwin Regional Area Transit System (BRATS) operates on-demand routes. BRATS City Zone Routes are a Demand Response / Dial a Ride Program which have been established to accommodate the travel request for travel within the cities of Bay Minette, Daphne, Fairhope, Foley, Loxley, Robertsdale and Spanish Fort and are charged by the mileage of the trip. Express routes allow travel outside the city. Designated routing has been put in place on the Eastern Shore in order to accommodate the large volume of travel requests in Fairhope, Daphne and Spanish Fort.

MAP ID

7

PROJECT NAME

AL Wolf Bay Bridge – SR 180 (Canal Road) to CR 20 / Harpoon Drive

PURPOSE

The proposed project provides a new two-lane bridge spanning the Gulf Intracoastal Waterway (GIWW) and improves traffic connections between the island and mainland portions of Orange Beach in southern Baldwin County. The bridge will provide immediate response times for City of Orange Beach emergency and police personnel responding to incidents in annexed portions of the City north of the GIWW; provide improved access for residents and visitors to the island portions of Orange Beach from areas north of the GIWW; and provide increased economic opportunities for the City and others north of the GIWW. This project is funded for construction FY20/21.

IMPROVEMENT

Create a new two lane bridge and connecting roads.

REGIONAL CONNECTIVITY

Connects the community of Orange Beach to northern areas of the county, as well as connecting over the Bay la Launch and Wolf Bay waterways. This project, to be funded through the 2% lodging tax approved by the City Council, will provide a free (i.e. No Toll) crossing between Orange Beach & the Back Bay

PARALLEL FACILITIES

Gulf Shores Parkway to the west of the planned bridge project is the only facility that crosses the Wolf Bay waterway in the area.

BICYCLES AND PEDESTRIANS

Bicycle / pedestrian facilities are proposed on the typical section.

TRANSIT

Baldwin Regional Area Transit System (BRATS) operates on-demand routes.

MAP ID

8, 9

PROJECT NAME

Waterways North Project - North of CR 4 (Cotton Creek Drive) to Foley Beach Express; and

Waterways South Project and Bridge SR 180 (Canal Road) North of CR 4 (Cotton Creek Drive)

PURPOSE

Adds new capacity, provides crossing over Cotton Creek and Wolf Bay waterways, and provides relief to parallel facilities.

IMPROVEMENT

Construction of a new two lane bridge.

REGIONAL CONNECTIVITY

Provides an additional access point for the Gulf Shores neighborhood to cross the waterways,

PARALLEL FACILITIES

To the west of the new two lane bridge is Gulf Shores Parkway, which runs south to north. To the east of the new bridge is Foley Beach Express, which runs south to north.

BICYCLES AND PEDESTRIANS

Bicycle / pedestrian facilities are proposed on the typical section.

TRANSIT

Baldwin Regional Area Transit System (BRATS) operates on-demand routes.

MAP ID

11

PROJECT NAME

AL CR 83 (Baldwin Beach Express) Extension – I-10 to I-65

PURPOSE

Provide additional roadway capacity and relief to parallel facilities by creating a new four lane roadway.

IMPROVEMENT

Provide two or four lanes of new capacity.

REGIONAL CONNECTIVITY

This project would provide additional access from I-10 to I-65

PARALLEL FACILITIES

SR 59 runs north/south to the west of AL-CR 83 (Baldwin Beach Express).

BICYCLES AND PEDESTRIANS

Currently, there are no bicycle or pedestrian facilities on the existing project segment.

TRANSIT

N/A.

MAP ID

12

PROJECT NAME

SR 742 (W. Burgess Road) – US 29 (SR 95) to SR 742 (Creighton Road) / Hilburn Road

PURPOSE

The purpose of this project is to extend/realign Burgess Road to provide for a more direct east-west connector through town. This east-west connection would provide much needed congestion relief for parallel facilities. Currently, Burgess Road between US 29 and I-110 contains multiple turns and it runs through a residential area. As an east-west connector, it is pertinent that the route is realigned so as to make the path of travel safer and more efficient. FDOT project FPID 218429-1; right-of-way funding in FY 20/21.

IMPROVEMENT

Realign/provide four lanes of capacity. Widening SR742/Burgess Road from its current 2-lane undivided typical section to provide a 4-lane divided typical section with median, sidewalks, bike lanes, and stormwater management facilities between US 29 and I-110.

REGIONAL CONNECTIVITY

This segment of Burgess Road is a connector between northwest Escambia County and northeast Escambia County. The western terminus of Burgess Road is US 29, which is a north-south corridor and an evacuation route. The eastern terminus of Burgess Road is at Creighton Road. Davis Highway and I-110 are also part of the emergency evacuation route network. The road network encompassing I-10, to Pensacola Boulevard/US 29, to West Burgess Road, to the entrance of the Pensacola Greyhound Bus Terminal is identified as an Emerging SIS Intermodal Road Connector).

PARALLEL FACILITIES

This project would provide relief to Airport Boulevard and Olive Road.

BICYCLES AND PEDESTRIANS

This project will include pedestrian facilities where deemed feasible by FDOT.

TRANSIT

ECAT does not have a route on this segment of Burgess Road however ECAT does provide service on US 29, Palafox Street, and Davis Highway.

MAP ID

13, 143

PROJECT NAME

I-10 – Alabama State Line to SR 99 (Beulah Road) Overpass; and

I-10 at SR 99 (Beulah Road)

PURPOSE

The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the northwest Escambia County sector plan.

IMPROVEMENT

Provide six lanes of Interstate capacity and new interchange at Beulah Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905-1; and FPID 433113-1; and consistent with Beulah Road design segments: (1) 433113-1: I-10 Widening & Interchange; (2) 433113-2 Beulah Rd from SR 10 to Frank Reeder Rd; and (3) 433113-3 Beulah Rd from Frank Reeder Rd to Issacs Lane.

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES

US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this route.

TRANSIT

There is no ECAT route on this project segment.

MAP ID

14, 147

PROJECT NAME

I-10 – SR 99 (Beulah Road) Overpass to Pine Forest Road (SR297); and

Pine Forest Road Interchange Improvements at I-10

PURPOSE

The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the northwest Escambia County sector plan.

IMPROVEMENT

Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Pine Forest and Nine Mile Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905-1 and design project FPID 437905-2.

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES

US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this route.

TRANSIT

There is no ECAT route on this project segment.

MAP ID

15, 148

PROJECT NAME

I-10 – Pine Forest Road (SR297) to US 29 (SR 95) and

Nine Mile Road Interchange Improvements at I-10

PURPOSE

The purpose of this project is to add roadway capacity and reduce traffic congestion. This purpose of this interchange is to provide for the growth anticipated from the northwest Escambia County sector plan.

IMPROVEMENT

Provide six lanes of Interstate capacity and new Diverging Diamond Interchange at Pine Forest and Nine Mile Road, consistent with SIS CFP FY29-45 [SIS project ID 3322]; and PD&E 437905-1; and design project 437905-3.

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Escambia County.

PARALLEL FACILITIES

US 90/SR 10 is generally parallel to I-10/SR 8 in the eastern portion of the county; however, US 90/SR 10 and I-10/SR 8 intersect in the western portion of the county.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this route.

TRANSIT

There is no ECAT route on this project segment.

MAP ID

16, 34, 63, 64

PROJECT NAME

US 90 (Mobile Highway) – Florida / Alabama State Line to Mobile Highway/ US 90;

US 90A (West Nine Mile Road) – US 90 (Mobile Highway) to SR 99 (Beulah Road);

US 90A (West Nine Mile Road) – SR 99 (Beulah Road) to SR 297 (Pine Forest Road);

US 90A (West Nine Mile Road) – SR 297 (Pine Forest Road) to US 29 (SR 95).

PURPOSE

The proposed four lane improvement identified in the 2040 Long Range Transportation Plan is based upon the continued development in the central western portion of Escambia County. Increase capacity to address operational deficiencies, congestion and delays along Nine Mile

Road in the vicinity of Navy Federal Credit Union (NFCU), consistent with FPID 218605-5; 218605-3; 218605-4; 218605-8; and 218605-9.

IMPROVEMENT

Provide six lanes of capacity. Note: PD&E 218605-5 (Mobile Highway to Beulah) currently calls for 4 lanes; PD&E 218605-8 (Beulah to I-10) calls for 6 lanes; PD&E 218605-9 (I-10 to Pine Forest) calls for 6 lanes.

REGIONAL CONNECTIVITY

The proposed improvement is to a facility that provides an east/west connection from Alabama to Escambia to the I-10, and to US 29 as primary north/south access in Escambia County.

PARALLEL FACILITIES

This proposed improvement provides additional east/west capacity and is a local parallel to I-10 and US 90.

BICYCLES AND PEDESTRIANS

The planned widening will improve bicycle and sidewalk facilities on the corridor. There are currently discontinuous shoulder facilities.

TRANSIT

Escambia County Area Transit does not serve this corridor.

MAP ID

17, 18

PROJECT NAME

US 90A (East Nine Mile Road) – US 29 (SR 95) to University Parkway;

US 90A (East Nine Mile Road) – University Parkway to Davis Highway (SR 291)

PURPOSE

The proposed improvement was identified in the 2035 Long Range Transportation Plan based on evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an east/west connection from Alabama to Escambia and Santa Rosa counties. The facility connects destinations in Alabama with the Pine Forest and University Parkway growth centers. Intersection improvements needed at E. Nine Mile / Davis / Scenic needed to reduce future deficiency. Future deficiency reduced with intersection improvements at US 29 / Nine Mile Road intersection.

IMPROVEMENT

Provide six lanes of capacity.

REGIONAL CONNECTIVITY

This project connects the University of West Florida from University Parkway to US 29. This project segment also connects to roadways that John R. Jones Jr. Athletic Park.

PARALLEL FACILITIES

To the north of the project segment is E Ten Mile Road and Greenbrier Boulevard with connections in University of West Florida and Pensacola Boulevard.

BICYCLES AND PEDESTRIANS

The planned widening will improve bicycle and sidewalk facilities on the corridor.

TRANSIT

ECAT Route 43 runs along this project segment from N Davis Highway west to University Parkway. ECAT Route 50 runs along the project segment from Pensacola Boulevard to Chemstrand Road.

MAP ID

19, 56, 81, 82, 83, 84, 98, 99, 100

PROJECT NAME

US 90A (East Nine Mile Road) – SR 291 (Davis Highway) to US 90 (Scenic Highway);
US 90 - Scenic Highway to Escambia River Bridge at Santa Rosa County Line;
US 90 - Escambia River Bridge at Santa Rosa County Line to Simpson River Bridge;
US 90 - Simpson River Bridge to Third Avenue;
US 90 - Third Avenue to CR 197A Bell Lane;
US 90 - CR 197A Bell Lane to Glover Lane;
US 90 - Glover Lane to SR 87 N (Stewart Street);
US 90 - (Caroline Street) / SR 87 N (Stewart Street) to CR 89 (Ward Basin Road);
US 90 - (Caroline Street) CR 89 (Ward Basin Road) to SR 87S.

PURPOSE

The proposed improvement is based on evaluation of future land use and traffic demand along the project's corridor. The proposed improvement is to a facility that provides an east/west connection from Pensacola to Pace and Pea Ridge to Milton across Escambia and Santa Rosa Counties, connecting with University of West Florida. 220436-2 Segment 1; 220436-3 Segment 2. 440915-2; 220436-6 Segment 3; 220436-7 Segment 4; 220436-8 Segment 5. US 90 through Milton: 440915-1; 440915-2; and 440915-3.

IMPROVEMENT

Provide six lanes of capacity, with four lanes capacity through Milton.

REGIONAL CONNECTIVITY

This project provides an alternate east / west inter-county connector to I-10. This linkage was the only east/west linkage between Pensacoa and Milton when Hurricane Ivan destroyed the I-10 Escambia Bay Bridge connection.

PARALLEL FACILITIES

I-10.

BICYCLES AND PEDESTRIANS

The planned widening will improve bicycle and sidewalk facilities on the corridor.

TRANSIT

There is no ECAT route along this project segment.

MAP ID

20

PROJECT NAME

SR 289 (Ninth Avenue) – SR 296 (Bayou Boulevard) to CR 290 (Olive Road)

PURPOSE

Add additional roadway capacity and relieve traffic congestion. Capacity needed only if new I-10 / Ninth Avenue Interchange is needed.

IMPROVEMENT

Provide six lanes of capacity with I-10 at Ninth Avenue interchange.

REGIONAL CONNECTIVITY

Ninth Avenue/SR 289 is a north-south minor arterial. Part of this project would include an interchange at I-10. It would provide important regional access with its connections to I-10 and Pensacola Regional Airport. The I-10/Ninth Avenue interchange is identified in the Interstate Master Plan, but cannot be constructed until Ninth Avenue is widened for additional capacity. Also, the Pensacola Regional Airport Surface Access Conditions Report states that intermodal connectivity between I-10 and the airport relies heavily on the Ninth Avenue interchange.

PARALLEL FACILITIES

The widening of the facility from four to six lanes is also intended to provide relief to Davis Highway and Scenic Highway.

BICYCLES AND PEDESTRIANS

The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT

Escambia County Area Transit Routes 5 and 9 serve this corridor.

MAP ID

21, 22, 23, 50, 51

PROJECT NAME

SR 173 (S. Blue Angel Parkway) - SR 292 (Sorrento Road) to US 98;
SR 173 (N. Blue Angel Parkway) - US 98 to SR 296 (Saufley Field Road);
SR 173 (N. Blue Angel Parkway) - SR 296 (Saufley Field Road) to SR 297 (Pine Forest Road)
SR 173 (South Blue Angel Parkway) – SR 292 (Gulf Beach Highway) / Sorrento Road to SR 292A
SR 292 (Gulf Beach Highway) at NAS West Gate

PURPOSE

Add additional roadway capacity, relieve roadway congestion; provide alternate route to Naval Air Station (NAS) Pensacola as a SIS Facility, including truck and access improvements at NAS West Gate to create a dedicated truck entrance lane along SR 292 (Gulf Beach Highway) at West Gate, add signals and signage, allow for ease of travel, and reduce congestion, consistent with 421012-1; SIS CFP FY29-45 [SIS ID 3323]; and Feasibility Study 421012-2 (SR 173 from US 98 to SR 297); and Feasibility Study 441056-1 (SR 297 from SR 173 to SR 10).

IMPROVEMENT

Provide four lanes of capacity, and NAS West Gate truck and access improvements.

REGIONAL CONNECTIVITY

This project segment connects two major roadways, US 98 and SR 292, and links north to I-10 via Pine Forest Road as a SIS Military Access corridor. SIS Military Access Facility designation Oct 7, 2016. Dog Track Road intersects with this project segment creating connections for the neighborhoods and side streets in the area. This project segment connects two major roadways, US 98 and SR 296 with the Bellview community. This project segment provides connections with other roadways into the Myrtle Grove and community and connects to Saufley Field.

PARALLEL FACILITIES

Fairfield Drive runs parallel from south/north to the east of the project segment.

BICYCLES AND PEDESTRIANS

The planned widening will maintain existing bicycle and sidewalk facilities in the corridor to accommodate SUN Trail. Extend Multi-Use Path from Sorrento Road to Old Gulf Beach Highway.

TRANSIT

There is no ECAT route along the project segment.

MAP ID

24

PROJECT NAME

SR 292 (Perdido Key Drive) Theo Baars ICWW Bridge – South Ends of the ICWW Bridge to CR 292A (Gulf Beach Highway) and SR 297 (Innerarity Point Road)

PURPOSE

Add roadway capacity, reduce traffic congestion, and increase intermodal facilities.

IMPROVEMENT

Provide four lanes of capacity and Theo Baars bridge replacement when Deficient.

REGIONAL CONNECTIVITY

Perdido Key Drive extends from the state of Alabama into the state of Florida (though it is named Perdido Beach Boulevard in Alabama). It is located primarily on Perdido Key and is an east-west facility on the island. However, it turns in a north-south direction and intersects Gulf Beach Highway/Innerarity Point Road.

PARALLEL FACILITIES

Given its unique geographic location, no other roads are considered true parallel facilities to Perdido Key Drive.

BICYCLES AND PEDESTRIANS

Bicycle lanes are currently present on this segment of Perdido Key Drive. The widening improvement will also include bicycle facilities and will add sidewalks.

TRANSIT

Perdido Key Drive is not currently served by Escambia County Area Transit.

MAP ID

25

PROJECT NAME

SR 292 Sorrento Road – SR 297 (Innerarity Point Road) / SR 292A (Gulf Beach Highway) to SR 173 (S. Blue Angel Parkway)

PURPOSE

The purpose of this project is to provide additional roadway capacity.

IMPROVEMENT

Provide four lanes of capacity, consistent with FPID 421011-2

REGIONAL CONNECTIVITY

This section of Sorrento Road/SR 292 is a generally an east/west facility. To the south, the road becomes Perdido Key Drive and extends onto the barrier island of Perdido Key. Gulf Beach Highway is a parallel facility to Sorrento Road.

PARALLEL FACILITIES

This section of Sorrento Road/SR 292 is a generally an east/west facility. To the south, the road becomes Perdido Key Drive and extends onto the barrier island of Perdido Key. Gulf Beach Highway is a parallel facility to Sorrento Road.

BICYCLES AND PEDESTRIANS

Bicycle lanes are not currently present on the majority of this segment. The widening improvement will include the addition of bicycle facilities and sidewalks.

TRANSIT

This segment of Sorrento Road is not currently served by Escambia County Area Transit.

MAP ID

26, 27

PROJECT NAME

SR 292 (Sorrento Road / Gulf Beach Highway) – SR 173 (S. Blue Angel Parkway) to SR 272 (Fairfield Drive); and

SR 292 (Gulf Beach Highway) – SR 272 (Fairfield Drive) to SR 295 (Navy Boulevard)

PURPOSE

Add roadway capacity and relieve congestion.

IMPROVEMENT

Provide four lanes of capacity consistent with FPID 218493-2, and -3. [218493-2: S. Fairfield Dr. to Navy Blvd; and 218493-3 Blue Angel Pkwy to S. Fairfield Dr.] Patton Drive realignment will likely further reduce deficiency.

REGIONAL CONNECTIVITY

This project connects the Navy Point neighborhood and the Pleasant Grove area by a major roadway. This segment also connects to other major roadways such as S Blue Angel Parkway, Gulf Beach Highway, and Fairfield Drive.

PARALLEL FACILITIES

Taylor Road runs parallel with SR 292 to the south.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment from Fairfield Drive to Decatur Avenue. Pedestrian facilities are then located along the project segment from Patton Drive to SR 295 (Navy Boulevard). There are no bicycle facilities along the project segment. Bike / Ped improvements are proposed in PD&E study.

TRANSIT

ECAT Route 55 travels along the project segment from South Fairfield Drive to South Navy Boulevard.

MAP ID

28, 29

PROJECT NAME

SR 297 (Pine Forest Road) – I-10 (SR 8) to US 90 (W. Nine Mile Road); and

CR 297 (Pine Forest Road) – US 90A (W. Nine Mile Road) to Nine and ½ Mile Road

PURPOSE

Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT

Provide four lanes of capacity, consistent with FPID 437764-1. Future capacity or improvements may be needed if identified in:

- Feasibility Study 441056-1 [Widen from four to six lanes SR 297 (Pine Forest Road) from SR 173 (Blue Angel Parkway) to SR 10 (Nine Mile Road]; and / or
- Feasibility Study 421012-2 [Widen from two to four lanes SR 173 (Blue Angel Parkway) from US 98 to SR 297 (Pine Forest Road)].

REGIONAL CONNECTIVITY

This project segment connects the Pine Forest area to W Nine Mile Road. Pine Forest Road is wholly located in unincorporated Escambia County. It is a north-south facility terminating at

SR 10-A/Mobile Highway on the south and East Kingsfield Road to the north.

PARALLEL FACILITIES

The nearest south/north facility is Pensacola Boulevard approximately 2.3 miles to the east of the project segment. As a north-south facility, Pine Forest Road provides relief to SR 95/Pensacola Boulevard and CR 95-A/Palafox Street.

BICYCLES AND PEDESTRIANS

There is a bicycle facility on the east side of the project segment. There are no other bicycle and pedestrian facilities along the project segments.

TRANSIT

There is currently no ECAT route along the project segment.

MAP ID

42, 31, 30

PROJECT NAME

SR 727 (South Fairfield Drive) –SR 292 (Gulf Beach Highway) to US 98

SR 727 (N. Fairfield Drive) - US 98 to SR 298 (Lillian Hwy)

SR 727 (West Fairfield Drive) –SR 298 (Lillian Highway) to US 90 (Mobile Highway)

PURPOSE

Add additional roadway capacity and relieve roadway congestion.

IMPROVEMENT

Provide four lanes of capacity, consistent with 431883-7 for mobility management projects.

REGIONAL CONNECTIVITY

Fairfield Drive is situated in a north-south direction to the south of SR 298/Lillian Highway and in an east-west direction to the north. SR 295/Navy Boulevard/New Warrington Road and SR 173/Blue Angel Parkway are north/south parallel facilities that also connect to US 98. This project segment connects neighborhoods in West Pensacola and Myrtle Grove to Lillian Highway, which provides direct access to Millview. This project segment also provides connection to US 90.

PARALLEL FACILITIES

Lillian Highway to the south provides west/east travel to US 90 and into Millview. N Blue Angel Parkway to the west (approximately 1.5 miles) provides south/north connections from US 98 to SR 298.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle lanes and pedestrian facilities along the project segment; consistent bike / ped facilities need to be provided in the typical section.

TRANSIT

ECAT Route 1 runs along the project segment. ECAT Route 2 travels along the project segment from Jackson Street to Lillian Highway. ECAT Route 55 runs from Gulf Beach Highway to Eliasberg Street.

MAP ID

32, 33

PROJECT NAME

US 29 Connector West Bypass [Segment 2]	US 29 (SR 95) to Muscogee Road
US 29 Connector West Bypass [Segment 1]	Muscogee Road to I-10 New Interchange

PURPOSE

Add additional roadway capacity and relieve traffic congestion based on the Escambia County Sector Plan to address projected growth in Central Escambia County.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project connects W Nine Mile Road and N Highway 29

PARALLEL FACILITIES

This project segment provides an alternative to N Highway 29, which would be the parallel facility to this project.

BICYCLES AND PEDESTRIANS

Bike / ped facilities would be incorporated into the typical section.

TRANSIT

Transit needs in this area are being addressed in the Transit Development Plan update.

MAP ID

34, 49

PROJECT NAME

SR 296 (Saufley Field Road) – SR 173 (N. Blue Angel Parkway) to Saufley Field Entrance

SR 296 (Saufley Field Road) - US 90 (Mobile Hwy) to SR 173 (N. Blue Angel Parkway)

PURPOSE

The purpose of the project is to add additional roadway capacity and reduce traffic congestion, as well as provide access management improvements to the entrance of Saufley Field.

IMPROVEMENT

Provide four lanes of capacity and access improvements to Saufley Field.

REGIONAL CONNECTIVITY

The project segment connects the Navy Outlying Field Saufley to North Blue Angel Parkway to the east, which is a major roadway. The project segment also leads into the Bellview neighborhood and to US 90 to the east.

PARALLEL FACILITIES

Bellview Avenue to the north of the project segment connects to East Fence Road adjacent to Saufley Field and North Blue Angel Parkway.

BICYCLES AND PEDESTRIANS

There are currently limited bicycle or pedestrian facilities along the project segment such as shoulder bike lanes. Bike / ped facilities will be included in the typical section.

TRANSIT

Currently, ECAT Route 63 utilizes the project segment.

MAP ID

36, 127

PROJECT NAME

I-10 New Overpass – Frank Reeder Road to Devine Farm Road; and

Frank Reeder Road / Devine Farm Road form SR 99 (Beulah Road) to CR 97 (Jacks Branch)

PURPOSE

The purpose of the project is to provide a new overpass over I-10 and to improve capacity on the Frank Reeder Road / Devine Farm Road corridor in accordance with growth identified in Escambia County Sector Plan. Project identified by Commission Bergosh and Citizens Advisory Committee member.

IMPROVEMENT

New overpass, and capacity improvements to be identified in a Corridor Study.

REGIONAL CONNECTIVITY

This overpass would connect Frank Reed Road and Beulah Road to the west to Devine Farm Road and Jacks Branch Road to the east.

PARALLEL FACILITIES

There are no parallel facilities to the new overpass project.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along either roadway, but the Corridor Study would identify the recommended improvements.

TRANSIT

There are currently no ECAT routes along the roadways that would connect to the overpass.

MAP ID

37

PROJECT NAME

CR 453 (North W. Street) – SR 296 (Beverly Parkway) to SR 750 (West Airport Boulevard)

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects Beverly Parkway to West Airport Boulevard, which are two major roadways. The Bent Athletic Complex / Football Field is directly adjacent to the project segment.

PARALLEL FACILITIES

North Old Palafox Highway runs south/north approximately 0.6 miles to the west of the project segment from Beverly Parkway to West Airport Boulevard.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along both sides of the project segment from Beverly Parkway until Van Pelt Lane. There are no bicycle facilities along the project segment, but bike / ped facilities would be incorporated into the typical section.

TRANSIT

There are currently no ECAT routes along the project segment.

MAP ID

47, 40, 39, 38

PROJECT NAME

US 98 - East end of Lillian Bridge to CR 297 (Dog Track Road) / US 98 (Lillian Hwy);

US 98 - CR 297 (Dog Track Rd) / SR 298 (Lillian Hwy) to SR 173 (S. Blue Angel Parkway);

US 98 - SR 173 (N. Blue Angel Parkway) to SR 727 (S. Fairfield Dr); and

US 98 - SR 727 (S. Fairfield Dr) to SR 295 (N. Navy Blvd)

PURPOSE

The purpose of the project is to add additional roadway capacity and reduce traffic congestion, as well as improve access along US 98 from the Alabama State Line to Navy Boulevard.

IMPROVEMENT

Widen to six lanes and create access improvements to Corry Station at Navy Exchange Road.

REGIONAL CONNECTIVITY

This project segment provides additional connectivity to Corry Station at Navy Exchange Road, as well as connecting South Fairfield Drive to the Warrington neighborhoods, and linking to Blue Angel Parkway, Lillian Highway, and Dog Track Road. This project segment connects North Blue Angel Parkway and South Fairfield Drive which are two major roadways in the area. The project segment also connects to side streets and neighborhoods.

PARALLEL FACILITIES

Chiefs Way to the north of the project segment runs west/east through Corry Station from S 72nd Avenue to SR 295, but does not connect to S Fairfield Drive. Further north, West Jackson Street runs parallel to the project segment and connects South Fairfield Drive to N New Warrington Road, but does not connect to Corry Station. Additional facilities include Fairfield Drive, Blue Angel Parkway, Lillian Highway, and Dog Track Road.

BICYCLES AND PEDESTRIANS

Proposed improvements would need to add bicycle / pedestrian facilities.

TRANSIT

ECAT Route 58 utilizes the project segment until Navy Exchange Road.

MAP ID

41

PROJECT NAME

SR 295 (North New Warrington Road) – US 98 to US 90 (Mobile Highway)

PURPOSE

The purpose of the project is to add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide six lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects two major roadways, US 98 and US 90 (Mobile Highway)

PARALLEL FACILITIES

Approximately two miles to the east, North Pace Boulevard runs parallel to SR 295 (North New Warrington Road) and connects US 98 and US 90 (West Cervantes Street).

BICYCLES AND PEDESTRIANS

There are currently some pedestrian facilities on the east side of the project segment and through roadway intersections. There are no bicycle facilities along the project segment.

TRANSIT

ECAT Route 59A utilizes the project segment along North New Warrington Road.

MAP ID

43

PROJECT NAME

US 90 (Mobile Highway) – SR 295 (New Warrington Road) to SR 297 (Pine Forest Road)

PURPOSE

Add additional roadway capacity and reduce traffic congestion. The need to widen US 90 is based on the continued development in the western portion of Escambia County. US 90 connects Alabama with Escambia County and the City of Pensacola. It continues east into Santa Rosa County and parallels I-10.

IMPROVEMENT

Provide six lanes of capacity.

REGIONAL CONNECTIVITY

The project segment connects the Bellview neighborhood and other neighborhood side streets to major roadways from SR 295 (New Warrington Road) to SR 297 (Pine Forest Road).

PARALLEL FACILITIES

North Palafox Street and North Old Palafox Highway run parallel to the project segment from West Fairfield Drive to I-10.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along portions of the project segment, but there are many network gaps between them. There are no bicycle facilities along the project segment.

TRANSIT

ECAT Routes 1 and 47 currently utilize the project segment. ECAT Route 63 utilizes the project segment through the West Michigan Avenue intersection.

MAP ID

46, 45, 44

PROJECT NAME

SR 298 (Lillian Hwy) - CR 297 (Dog Track Road) / US 98 to SR 173 (N. Blue Angel Parkway);

SR 298 (Lillian Hwy) - SR 173 (N. Blue Angel Parkway) to SR 295 (N New Warrington Rd);

SR 298 (Lillian Hwy) - SR 295 (N New Warrington Rd) to US 98 / US 90 (Mobile Hwy).

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

These project segments connect two major roadways, SR 295 and US 90 with side streets that enter into neighborhoods, such as Myrtle Grove. These segments connect SR 173 (North Blue Angel Parkway) through the Myrtle Grove community to SR 295 (North New Warrington Road), West Fairfield Drive to the north of the project, and Lillian Highway to US 98 and North Blue Angel Parkway, eventually leading to either the Lillian Bridge or into the Myrtle Grove community.

PARALLEL FACILITIES

There are no facilities that run parallel in the way the project segment does from SR 295 to US 98 / US 90.

BICYCLES AND PEDESTRIANS

There is a small portion of shoulder bicycle lane next to SR 295 along the project segment, but otherwise there are no bicycle or pedestrian facilities along the project segment. Bike / ped facilities need to be incorporated into the typical section.

TRANSIT

ECAT Route 2 utilizes a portion of the project segment.

MAP ID

48, 121

PROJECT NAME

SR 296 (Brent Lane) – SR 291 (Davis Highway) to SR 29 (North Palafox Street)

SR 296 (Beverly Pkwy / W. Michigan Ave) from US 29 (N. Palafox St) to US 90 (Mobile Hwy)

PURPOSE

The purpose of the project is to add additional roadway capacity and reduce traffic congestion, and to incorporate significant new construction for Baptist Hospital campus relocation.

IMPROVEMENT

Provide six lanes of capacity from SR 291 (Davis Highway) to SR 29 (North Palafox Street); and conduct a Corridor Study to determine if additional capacity or other improvements are needed on the western segment from US 29 to US 90.

REGIONAL CONNECTIVITY

This project segment connects the community of Brent with SR 98 (North Palafox Street) to SR 291 (Davis Highway), and to the Pensacola Christian School. This project also provides a connection over the CSX transportation railroad line. The corridor continues west to US 90 (Mobile Highway).

PARALLEL FACILITIES

To the north, Airport Boulevard connects Pensacola Boulevard to I-110 parallel to the project segment.

BICYCLES AND PEDESTRIANS

Currently there are some shoulder bicycle lanes, and pedestrian facilities along both sides of the project segment.

TRANSIT

There are currently no ECAT Routes that utilize the project segment at this time.

MAP ID

52

PROJECT NAME

Truck Parking – FDOT truck weigh station on US 29 near Pinoak Lane

PURPOSE

The purpose of the project is to add commercial truck parking on the north side of I-10 and the west side of US 29 as part of the FDOT Freight Mobility Plan.

IMPROVEMENT

Provide commercial truck parking north of I-10 and west of US 29 (Freight Mobility Plan).

REGIONAL CONNECTIVITY

The project allows for trucks to travel throughout the region and be able to park safely in between trips.

PARALLEL FACILITIES

There are no facilities parallel to the project.

BICYCLES AND PEDESTRIANS

There are no bicycle or pedestrian facilities surrounding the project location area.

TRANSIT

There are no ECAT routes along the roadway the project is located on at this time.

MAP ID

53, 125, 105

PROJECT NAME

Port Main Gate Relocation – E. Main Street and SR 196 (Bayfront Parkway)

Port Access to/from I-110 for port freight vehicles Port of Pensacola

SR 196 (Main Street / Bayfront Parkway) Alcaniz Street, US 98 / E. Chase Street

PURPOSE

The purpose of the project is to provide access improvements to and from I-110 to the Port of Pensacola for freight vehicles in accordance with the Port Master Plan. Integrates with Corridor Study on Main Street / Bayfront Parkway to maintain freight / port access on Bayfront Parkway.

IMPROVEMENT

Corridor Study and Access Improvements to/from I-110 for port freight vehicles (part of Bayfront Corridor). Includes main gate relocation at Port consistent with Port Master Plan; and SIS CFP FY29-45 [SIS Project ID 3452]. Councilwoman Hill request for possible road diet on Bayfront Parkway to address speeding; however, need to balance with Port truck access needs.

REGIONAL CONNECTIVITY

This project allows for improved access for freight vehicles to travel to and from the Port of Pensacola and I-110. Freight vehicles travel from all over the region to utilize the port.

PARALLEL FACILITIES

There are no facilities that are parallel to the project.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities surrounding the area of the project, but there are no bicycle facilities at this time. Bike / Ped connectivity is needed to connect downtown Pensacola historic district with new Pensacola Bay (Chappie James) Bridge multi-use paths.

TRANSIT

Currently, ECAT Route 32 and Route 32 provide service along portions of the corridor.

MAP ID

54

PROJECT NAME

US 29 (Pensacola Boulevard) – Nine ½ Mile Road to FL/AL State Line

PURPOSE

This project adds additional roadway capacity and reduces traffic congestion, in accordance with Freight Mobility Plan / SIS Needs Plan. Includes project segment from 2040 Needs Plan to Roberts Road.

IMPROVEMENT

Provide six lanes of capacity.

REGIONAL CONNECTIVITY

The project segment connects and provides access for the city of Pensacola and other neighborhoods and communities in Escambia County to the community of Century to the FL/AL State Line.

PARALLEL FACILITIES

There are no facilities that run parallel to the project segment in the same way that US 29 does from the segment extents.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment.

TRANSIT

Currently, ECAT Route 60 utilizes the project segment.

MAP ID

55

PROJECT NAME

Greenbrier Boulevard Extension – East Ten Mile Road / Guidy Lane to Campus Drive on University of West Florida (UWF)

PURPOSE

The purpose of the project is to add additional roadway capacity, reduce traffic congestion, and extend the roadway to the University of West Florida (UWF) consistent with the UWF Campus Master Plan.

IMPROVEMENT

Provide two lanes of capacity and road extension.

REGIONAL CONNECTIVITY

This project segment would provide a west/east entrance and exit out of UWF, which the campus currently does not have.

PARALLEL FACILITIES

East Nine Mile Road to the south runs parallel to the project segment, from Guidy Lane to University Parkway. University Parkway leads into UWF. There is no other west/east connection into UWF.

BICYCLES AND PEDESTRIANS

There are currently no bicycle facilities along the project segment. However, there are some sidewalk facilities along the southern side of the project segment.

TRANSIT

There is currently no ECAT Route along Greenbrier Boulevard.

MAP ID

57

PROJECT NAME

SR 99 (Beulah Road) – US 90 (Mobile Highway) to I-10 New Interchange

PURPOSE

Provide an I-10 interstate connection at SR 99, Beulah Road to improve internal regional connectivity within portions of Escambia County slated for future development and reduce congestion on alternative routes.

IMPROVEMENT

Provide new I-10 interchange at Beulah Road, linking to I-10 mainline improvements. The scope of this project is to widen Beulah Road to four lanes from W. Nine Mile Rd to W. Kingsfield Rd and provide a new interchange at I-10, including widening of I-10 from the FL/AL state line to the Pensacola weigh station. Future phases to extend the beltway beyond W. Kingsfield to US 29 would be evaluated under separate PD&E studies.

REGIONAL CONNECTIVITY

This project connects US 90 and W Nine Mile Road to I-10 through a new interchange

PARALLEL FACILITIES

There are currently no roadway facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are no bicycle or pedestrian facilities along the project segment. The proposed typical section for Beulah Rd is an urban curb & gutter 4-lane divided roadway with bike lanes and sidewalks. A Shared Use path in lieu of bike lanes is being considered.

TRANSIT

There is currently no ECAT transit route along the project segment.

MAP ID

58

PROJECT NAME

CR 749 (Chemstrand Road) – Nine Mile Road to Old Chemstrand Road

PURPOSE

The project adds additional roadway capacity and relieves traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

Provides access to numerous developments and serves as the main roadway for access to the regional utility services and a large chemical plant on the northern end of the roadway.

PARALLEL FACILITIES

This four lane facility provides north/south capacity and acts as a parallel facility to US 29.

BICYCLES AND PEDESTRIANS

The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT

Escambia County Area Transit does not serve this portion of the corridor.

MAP ID

59

PROJECT NAME

Well Line Road – US 29 to CR 97 (Jacks Branch)

PURPOSE

Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Well Line Road.

IMPROVEMENT

Provide a new two lane facility.

REGIONAL CONNECTIVITY

A Well Line Road extension would connect CR 97 to US 29 and provide additional east/west connections within Escambia County.

PARALLEL FACILITIES

Muscogee Road located a mile to the south of Well Line Road is the closest parallel facility

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along Well Line Road.

TRANSIT

ECAT does not currently have any routes along this roadway.

MAP ID

60

PROJECT NAME

Kingsfield Road – CR 97 W to SR 99 (Beulah Road)

PURPOSE

Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Kingsfield Road.

IMPROVEMENT

Provide new two lane facility.

REGIONAL CONNECTIVITY

This project segment creates an additional connection from CR 97 W to Beulah Road. This segment provides direct connections for the neighborhoods in the area to an arterial road.

PARALLEL FACILITIES

The nearest parallel facility is Muscogee Road located two miles to the north that connects Beulah Road to CR 97.

BICYCLES AND PEDESTRIANS

Pedestrian facilities begin on the east part of the intersection into Ransom Middle School on West Kingsfield Road. There are currently no bicycle facilities along this roadway.

TRANSIT

The ECAT currently has no transit routes on Kingsfield Road.

MAP ID

61

PROJECT NAME

Quintette Road – US 29 to CR 97 (Jacks Branch)

PURPOSE

Provide east/west access to the Escambia County Sector Plan area which is located to the west of the current end point of Quintette Road.

IMPROVEMENT

Provide new two lane facility.

REGIONAL CONNECTIVITY

The Quintette Road addition would create an additional east/west connection through Escambia County.

PARALLEL FACILITIES

To the south of West Quintette Road is Muscogee Road which travels east to west.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along West Quintette Road.

TRANSIT

The ECAT currently has no transit routes along Quintette Road.

MAP ID

62

PROJECT NAME

SR 750 (Airport Boulevard) at Railroad Crossing

PURPOSE

Provide an overpass over the railroad tracks that cross Airport Boulevard east of US29. This project originated with citizen input on the 2040 LRTP and related to motorcycle safety.

IMPROVEMENT

Create a railroad overpass.

REGIONAL CONNECTIVITY

This project provides safe passage over the railroad tracks along Airport Boulevard.

PARALLEL FACILITIES

There are no parallel facilities to the railroad crossing project.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle lanes and pedestrian facilities on both sides of the roadway along SR 750 (Airport Boulevard).

TRANSIT

ECAT Route 63 utilizes this portion of SR 750 (Airport Boulevard).

MAP ID

65

PROJECT NAME

Muscogee Road Reconstruction – SR 99 (Beulah Road) to US 29 (SR 95)

PURPOSE

The purpose of the project is to reconstruct Muscogee Road from SR 99 to US 29 to widen the roadway and provide shoulder improvements to add additional roadway capacity and reduce traffic congestion consistent with the Escambia County Sector Plan.

IMPROVEMENT

Reconstruction including widening and shoulder improvements.

REGIONAL CONNECTIVITY

This project segment connects SR 99 (Beulah Road) to US 29 (SR 95), near the state boundary and connecting side streets and neighborhoods in Cantonment.

PARALLEL FACILITIES

There is no direct parallel facility to the project segment. Well Line Road to the north runs parallel but does not meet the same limits that Muscogee Road does.

BICYCLES AND PEDESTRIANS

There are sporadic and inconsistent bicycle and pedestrian facilities along the project segment. Future reconstruction needs to provide bike / ped facilities.

TRANSIT

At this time, there are no ECAT Routes along the project segment.

MAP ID

67

PROJECT NAME

US 29 Connector East Bypass / CR 184 (Quintette Road) – US 29 (SR 95) to CR 197 (Chumuckla Highway / Five Points)

PURPOSE

Add additional roadway capacity and an alternative east / west connection across the Escambia River between Santa Rosa and Escambia Counties.

IMPROVEMENT

Provide four lanes of capacity and bridge replacement of the Quintette Road over the Escambia River.

REGIONAL CONNECTIVITY

This project segment connects east Escambia County with west Santa Rosa County

PARALLEL FACILITIES

The nearest parallel facility is approximately ten miles away to the south. E Nine Mile Road runs west/east and connects east Escambia County with west Santa Rosa County. It serves as an alternate connection between the counties other than US 90 or I-10.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities located along the project segment.

TRANSIT

There are currently no transit routes along the project segment. Santa Rosa County does not have a public transportation system at this time, and there are no ECAT routes that utilize the project segment.

MAP ID

68

PROJECT NAME

Regional ATMS – Multiple Locations

PURPOSE

To provide an integrated Advanced Traffic Management System (ATMS) across Santa Rosa and Escambia Counties in accordance with the ATMS System Plan.

IMPROVEMENT

Obligate up to 90% of Federal Urbanized (SU) funds in FY23-24 and 24-25 for development of Regional Traffic Management Center and on-system Regional Advanced Traffic Management System. Includes ATMS network and facility.

REGIONAL CONNECTIVITY

Provides inter-county connectivity between Escambia and Santa Rosa Counties.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

N/A

TRANSIT

N/A

MAP ID

69

PROJECT NAME

CR 197A (Bell Lane) – CR 191B (Sterling Way) to US 90

PURPOSE

Add roadway capacity, reduce traffic congestion and create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

Bell Lane is located in unincorporated Santa Rosa County to the west of the City of Milton. It is a north-south county facility (CR 197-A) connecting US 90 with Sterling Way/CR 191-B. Sterling Way then connects to SR 281/Avalon Boulevard.

PARALLEL FACILITIES

Avalon Boulevard/SR 281 and Garcon Point Road/CR 191 are the major roadways that are parallel to Bell Lane that also intersect US 90. These facilities can be used to travel from US 90 to I-10/SR 8.

BICYCLES AND PEDESTRIANS

With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

70, 71

PROJECT NAME

Pea Ridge Connector – US 90 to Hamilton Bridge Road – Phase 1

Pea Ridge Connector – Hamilton Bridge Road to CR 191 (Willard Norris Road) – Phase 2

PURPOSE

Add roadway capacity, reduce traffic congestion and create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT

Provide four lanes of new capacity.

REGIONAL CONNECTIVITY

The need for this new 4 lane facility was identified in Pace Master Plan developed by Santa Rosa County. This analysis was developed based upon evaluation of future land use and traffic demand along the project's corridor. This facility provides a north-south connection between US 90 and Willard Norris Road, which provides connections between several of the identified activity centers. Formerly known as the Santa Villa Drive extension, the project would act as a parallel to Woodbine Road, Chumuckla Highway, West Spencer Field Road and SR87. This facility provides additional capacity in an area identified for continued growth in the region. The southern segment was initiated by Santa Rosa County with Local Funding in August 2020.

PARALLEL FACILITIES

This new 4 lane facility provides additional north/south capacity and acts as a parallel facility to Woodbine Road, Chumuckla Highway, West Spencer Field Road and SR 87.

BICYCLES AND PEDESTRIANS

The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

72, 80

PROJECT NAME

I-10 - SR 281 (Avalon Boulevard) to SR 87 South;

I-10 - SR 87 South to Okaloosa County Line

PURPOSE

Add roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide six lanes of capacity, in accordance with SIS CFP FY29-45 [SIS project ID 3319]; and 413062-4 and 413062-5. Improvements will be considered along mainline I-10, as well as at the SR 281, South Garcon Point Road, CR 89 and SR 87 Interchanges. Bridge replacements at CR 91 Interchange, CR 89 Interchange, and SR 87 Interchange. An Interchange Operational Analysis Report (IOAR) will analyze and document the operations of these interchanges and if needed an Interchange Modification Report (IMR) will be required. Project segments include:

- 413062-4 Avalon Blvd to Okaloosa CL (SR Co)
- 413062-5 Santa Rosa Co to w of Log Lake Rd (OK Co)
- 413062-6 from E of Avalon Blvd to E of Blackwater Bridge (SR Co)
- 413062-7 E of Blackwater Bridge to E of SR 87 (SR Co)
- 413062-8 E of SR 87 to Millers Bluff Road (SR Co)
- 413062-9 From Millers Bluff Road to Okaloosa Co Line in (SR Co)

REGIONAL CONNECTIVITY

I-10/SR 8 is the major east-west interstate of north Florida and spans the entire State of Florida. This portion of I-10/SR 8 is located within Santa Rosa County. US 90/SR 10 is a parallel facility to I-10/SR 8.

PARALLEL FACILITIES

US 90 runs from Highway 87 S through the Okaloosa County Line directly to the north of the project segment.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along the project segment.

TRANSIT

There is no ECAT route along the project segment.

MAP ID

73

PROJECT NAME

SR 399 (Navarre Beach Causeway) – US 98 (SR 30) to SR 399 (Gulf Boulevard)

PURPOSE

Provide additional capacity to Navarre Beach replacing the causeway and existing bridge when deficient.

IMPROVEMENT

Provide four lanes of capacity and bridge replacement.

REGIONAL CONNECTIVITY

The Navarre Beach Causeway connects US 98 to SR 399 (Gulf Boulevard) over the Santa Rosa Sound.

PARALLEL FACILITIES

The nearest parallel facility to the Navarre Beach Causeway is Pensacola Beach Road to the west.

BICYCLES AND PEDESTRIANS

As a part of the improvement of the Navarre Beach Causeway, sidewalks and bicycle facilities will be added, thereby increasing mode choice.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

74

PROJECT NAME

Navarre Community Access Road – Edgewood Drive to Whispering Pines Boulevard

PURPOSE

Create additional roadway capacity, provide relief to parallel facilities, and add mode choice to provide local relief to US 98

IMPROVEMENT

Provide two lanes of new capacity.

REGIONAL CONNECTIVITY

This project segment connects Edgewood Drive to Whispering Pines Boulevard.

PARALLEL FACILITIES

A main purpose for the creation of the Navarre Community Access Road will be to act as a reliever facility for US 98/SR 30.

BICYCLES AND PEDESTRIANS

As a part of the construction of the Navarre Community Access Road, sidewalks and bicycle facilities will also be constructed, thereby increasing mode choice.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

75

PROJECT NAME

CR 191B (Sterling Way) – CR 197A (Bell Lane) to Avalon Boulevard (SR 281)

PURPOSE

Add roadway capacity, reduce traffic congestion and to create bicycle and pedestrian facilities along the roadway.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This portion Sterling Way is located in unincorporated Santa Rosa County to the southwest of the City of Milton. It is an east-west county facility (CR 191-B) connecting Bell Lane/CR 197-A with Avalon Boulevard / SR 281.

PARALLEL FACILITIES

Two miles to the north is US 90 which runs west/east parallel to the project segment, and also makes connections to Bell Lane and Avalon Boulevard.

BICYCLES AND PEDESTRIANS

With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

76

PROJECT NAME

Watkins Street Extension – US 90 (SR 10) to Sterling Way

PURPOSE

Increase the roadway network in this area of Santa Rosa County in order to accommodate future traffic demand. This demand is expected due to the development of activity centers in this part of the county.

IMPROVEMENT

Provide an improved/new two lane facility.

REGIONAL CONNECTIVITY

The Watkins Street Extension would be located within unincorporated Santa Rosa County to the south of US 90. Watkins Street is located parallel and to the west of Bell Lane, which also connects to Sterling Way.

PARALLEL FACILITIES

The Watkins Street Extension would be located within unincorporated Santa Rosa County to the south of US 90. Watkins Street is located parallel and to the west of Bell Lane, which also connects to Sterling Way.

BICYCLES AND PEDESTRIANS

Bicycle lanes and sidewalks will be added as a component of the Watkins Street extension.

TRANSIT

Santa Rosa County does not currently have a transit service.

MAP ID

77

PROJECT NAME

CR 184A (Berryhill Road) – Five Points Intersection to W Spencer Field Road

PURPOSE

Add roadway capacity, reduce traffic congestion and implement bicycle and pedestrian facilities along the roadway.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

Berryhill Road is located in unincorporated Santa Rosa County to the west of the City of Milton. It is an east-west county facility (CR 184-A) beginning at Five Points and continuing east into the City of Milton. It is parallel to US 90; however, it is located approximately three miles north of US 90 and is not expected to divert traffic from US 90.

PARALLEL FACILITIES

Berryhill Road is located in unincorporated Santa Rosa County to the west of the City of Milton. It is an east-west county facility (CR 184-A) beginning at Five Points and continuing east into the City of Milton. It is parallel to US 90; however, it is located approximately three miles north of US 90 and is not expected to divert traffic from US 90.

BICYCLES AND PEDESTRIANS

With the exception of a small section surrounding the US 90 intersection, the current roadway does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

79

PROJECT NAME

E. Spencer Field Road – US 90 to Hamilton Bridge Road

PURPOSE

Create additional roadway capacity and add modal choice by widening the roadway segment to four lanes and increasing bicycle and pedestrian features.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

East Spencer Field Road is a north-south local facility that extends up from US 90 to North Spencer Field Road. It acts as a reliever parallel facility for West Spencer Field/CR 197-B.

PARALLEL FACILITIES

East Spencer Field Road is a north-south local facility that extends up from US 90 to North Spencer Field Road. It acts as a reliever parallel facility for West Spencer Field/CR 197-B.

BICYCLES AND PEDESTRIANS

The current roadway configuration does not include bicycle or pedestrian facilities. This improvement will add sidewalks and bicycle facilities, thereby increasing mode choice.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

85

PROJECT NAME

CR 197A (Woodbine Road) – US 90 to Five Points Intersection

PURPOSE

Provides additional capacity in an area identified for continued growth in the region.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This facility provides a north-south connection between US 90 and Alabama, as well as connecting to the proposed beltway, which provides connections between several of the identified activity centers.

PARALLEL FACILITIES

This four lane facility provides north/south capacity and acts as a parallel facility to Chumuckla Highway and SR 87.

BICYCLES AND PEDESTRIANS

The planned widening will maintain existing bicycle and sidewalk facilities in the corridor.

TRANSIT

Escambia County Area Transit does not serve this corridor.

MAP ID

86

PROJECT NAME

Panhandle Trail Drive – US 98 to East River Drive

PURPOSE

Add multi-modal enhancements to the roadway making it safer and more convenient for bicycles and pedestrians to travel along the corridor.

IMPROVEMENT

Provide an enhanced two lane facility. The right of way and drainage issues will prohibit anything greater and is cost prohibitive.

REGIONAL CONNECTIVITY

This project would add an additional connection from US 98 to neighborhoods and schools within Navarre. Panhandle Trail is also the eastern segment boundary of the Navarre Community Access Road Feasibility Study. This is the preferred direction of travel currently: Panhandle Trail from US 98 to East River Road. Santa Rosa County would like for FDOT to add traffic counts along this corridor for future Congestion Management Process plan updates.

PARALLEL FACILITIES

This facility provides a north/south alternative to the portions of US 98 and SR 87. Ortega Street to the west is approximately 1 mile away and the closest connection to the neighborhood and school besides SR 87.

BICYCLES AND PEDESTRIANS

The planned project will focus on providing enhanced bicycle and sidewalk facilities in the corridor. Santa Rosa County continues to pursue a TAP application for paved shoulders because of some bike/ped crashes and a fatality.

TRANSIT

Santa Rosa County does not currently have a transit service.

MAP ID

87, 88, 89, 90, 91

PROJECT NAME

US 98 (Gulf Breeze Parkway) - Bayshore Road to Portside Drive;
US 98 (Gulf Breeze Parkway) - Portside Drive to Bergren Road;
US 98 (Gulf Breeze Parkway) - Bergren Road to Ramble Bay Lane;
US 98 (Gulf Breeze Parkway) - Ramble Bay Lane to Ortega Street;
US 98 (Gulf Breeze Parkway) - Ortega Street to Okaloosa County Line.

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide six lanes of capacity, consistent with:

- SIS CFP FY29-45 [SIS project ID 3427]; 220440-1
- SIS CFP FY29-45 [SIS project ID 3490]; 220426-3
- SIS CFP FY29-45 [SIS project ID 3461]; 220426-4
- SIS CFP FY29-45 [SIS project ID 3462]; 220426-6
- SIS CFP FY29-45 [SIS project ID 3462]; 220426-5

REGIONAL CONNECTIVITY

This project segment connects neighborhoods in Navarre to a main east-west connector.

This project segment connects to the Tiger Point Park and Tiger Point Golf Club as a main roadway entrance, as well as leading to intersections to other main roadways off of the island.

The segment connects neighborhoods along Navarre Parkway to Highway 87 and Navarre Beach Causeway. This project segment connects Navarre to the Santa Rosa and Okaloosa county lines, and allows for travel into the Okaloosa area.

PARALLEL FACILITIES

SR 399 runs east-west to the north of US 98.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle lanes along the project segment. However, there are no pedestrian facilities along the project segment. Soundside multiuse path connects on the western end of the project alignment.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

92, 93

PROJECT NAME

CR 197 (Chumuckla Hwy) from US 90 to Five Points Intersection;

CR 197 (Chumuckla Hwy) form Five Points Intersection to Smyer Drive

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project segment connects the community of Pace north towards main roadways such as US 90 and other county roads. This project segment connects the Five Points intersection to Smyer Drive which allows for access to the Santa Rosa Sports Plex as well as the neighborhoods and surrounding side streets.

PARALLEL FACILITIES

West Spencer Field Road to the east runs parallel to the project segment, connecting US 90 and Berryhill Road.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

94

PROJECT NAME

Daniel Street – Shoreline Drive to US 98 (Gulf Breeze Parkway)

PURPOSE

Add additional roadway capacity and reduce traffic congestion.

IMPROVEMENT

Provide four lanes of capacity.

REGIONAL CONNECTIVITY

This project connects side streets and neighborhoods to US 98 (Gulf Breeze Parkway). US 98 is the main roadway connecting Gulf Breeze to Pensacola and to Pensacola Beach.

PARALLEL FACILITIES

There are no facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle facilities and pedestrian facilities along the current project segment.

TRANSIT

There is currently no public transportation in Santa Rosa County at this time.

MAP ID

95, 96, 97

PROJECT NAME

SR 87A New Connector from US 90 to CR 191 (Munson Hwy)

SR 87A New Connector from CR 191 (Munson Hwy) to SR 87N

SR 87N – US 90 via SR 87A New Connector to FL-AL State Line

PURPOSE

The purpose of the project is to have access to Whiting Field added to the Strategic Intermodal System (SIS) and/or the Strategic Highway Network (STRAHNET), and to provide for the new SR 87 Connector as a bypass around Milton for access to Whiting and SR87N from US 90 and SR 87 to I-10.

IMPROVEMENT

Add to Strategic Intermodal System (SIS) and/or Strategic Highway Network (STRAHNET) Whiting Field; and new four lane capacity corridor for SR 87 Connector; consistent with 416748-8, and 416748-9.

REGIONAL CONNECTIVITY

This project segment connects Milton in Santa Rosa County to the FL-AL State Line to allow for additional access and travel to and from the area.

PARALLEL FACILITIES

There are currently no facilities that run parallel to the project segment that create a direct connection to the FL-AL state line.

BICYCLES AND PEDESTRIANS

There are currently no existing bicycle or pedestrian facilities along the project segment that is currently built.

TRANSIT

There is currently no public transportation system within Santa Rosa County.

MAP ID

101, 102

PROJECT NAME

Becks Lake Road RR Crossing from US 29 at Becks Lake Road

US 29 RR Crossing south of Muscogee Road (Paper Mill entrance)

PURPOSE

Reduce traffic delay by improving rail crossings at this intersection. Crossing could be elevated roadway or other solution to minimize traffic delays due to train access to paper mill. Project requested by Citizen's Advisory Committee member.

IMPROVEMENT

Railroad crossing overpass or other improvement. Solution may involve reconfiguration of US 29 and Muscogee Road intersection as there is currently not sufficient spacing to create roadway overpasses under existing configuration.

REGIONAL CONNECTIVITY

US 29 is primary north-south arterial in Escambia County. Muscogee Road is becoming more heavily used in accordance with Escambia County Sector Plan buildout and potential future linkage to Beulah Road I-10 Interchange and related roadway improvement.

PARALLEL FACILITIES

None.

BICYCLES AND PEDESTRIANS

There are currently no bike / ped facilities.

TRANSIT

None.

MAP ID

103

PROJECT NAME

Pinestead-Longleaf Connector - SR 297 (Pine Forest Road) to Wymart Road (Phase 1)

PURPOSE

Per the 2008 PD&E study, the purpose was to evaluate alternatives for new east-west connection to improve regional mobility and provide and intra-county transportation facility between Pine Forest and US29. Since that time, Escambia County has determined that traffic needs do not warrant the 4-lane capacity widening proposed in the PD&E. The actual daily volume on this road has actually decreased by about 1% per year. This is due in part to multiple factors, including the closure of the West Florida High School campus on this street, the abandonment of the county-wide east-west connector project, the delay of the Pinestead connector portion of this project through Wedgewood, and a shift in growth patterns more north and west from the Bellview area. The need for a 4-lane road with dedicated sidewalk on Longleaf has not materialized. Escambia County determined in November 2020 that a more streamlined project can be completed with no further right of way acquisition needed: a three lane project with a dedicated central turn lane throughout, along with sidewalks on both sides of the road can be accomplished within the currently controlled ROW the county owns.

IMPROVEMENT

As a Locally-funded project, Escambia County is advancing a three lane project with a dedicated central turn lane throughout, along with sidewalks on both sides of the road can be accomplished within the currently controlled right-of-way the county owns.

REGIONAL CONNECTIVITY

The Pinestead-Longleaf Connector was originally intended to make connections between Burgess Road, Pinestead Road, and Longleaf Drive.

PARALLEL FACILITIES

This facility is located to the west of the City of Pensacola. It is an east-west facility to the south of Interstate 10/SR 8. It is also parallel to SR 296/Michigan Avenue. It will act as a parallel facility to these facilities and is expected to divert local traffic.

BICYCLES AND PEDESTRIANS

As a part of the construction of the Pinestead – Longleaf Connector, sidewalks and bicycle facilities will also be constructed, thereby increasing mode choice.

TRANSIT

ECAT Route 47 and 50 serve this area.

MAP ID

104, 105, 125

PROJECT NAME

W. Main Street – Barrancas Avenue to Clubbs Street

SR 196 (Main Street / Bayfront Parkway) Alcaniz Street US 98 / E. Chase Street

Port Access to/from I-110 for port freight vehicles, Port of Pensacola

PURPOSE

Reduce traffic congestion, particularly congestion caused by left-turn movements that block through movements on the corridor, and to enhance the presence of bicycle and pedestrian facilities along the roadway. Maintain freight and SIS access to Port of Pensacola.

IMPROVEMENT

Create a Corridor Management Plan/Complete Streets Study; consistent with 440904-1; and the City of Pensacola Urban Core CRA Plan VI, pg 33/44/46, VII pg 16/18; Westside CRA Plan, pg 24/27. Maintain freight and SIS access to Port of Pensacola.

REGIONAL CONNECTIVITY

This section of Main Street is a local facility that moves traffic through the City of Pensacola. It is the southernmost street in the City of Pensacola, and a part of the historic Pensacola gridded street network.

PARALLEL FACILITIES

Main Street is parallel to US 98/SR 30. It is located to the south of US 98/SR 30.

BICYCLES AND PEDESTRIANS

Included in this project is the enhancement of bicycle and sidewalk facilities along the corridor. Specifically, the Pensacola Community Redevelopment Agency (CRA) is working to create facilities along the abandoned railroad corridor to the south of Main Street.

TRANSIT

Escambia County Area Transit (ECAT) travels along Main Street from Reus Street to Spring Street. However, transit stops are not located along Main Street from Barrancas Avenue to Clubbs Street.

MAP ID

106

PROJECT NAME

SR 289 (Ninth Avenue) – SR 196 (Bayfront Parkway) to SR 296 (Brent Lane)

PURPOSE

Create a management plan/Complete Streets Study for the project segment to enhance multimodal travel and improve lighting, safety, pedestrian sidewalks, and reduce traffic capacity. Need identified by Councilwoman Myers.

IMPROVEMENT

Create a management plan/Complete Streets Study (lighting, safety, sidewalks, capacity)

REGIONAL CONNECTIVITY

This project segment connects Bayfront Parkway in the south to Brent Lane in the north. Admiral Mason Veterans Memorial Park connects to the project segment in the south, and to the Sacred Heart Hospital and Cordova Mall in East Pensacola to the north.

PARALLEL FACILITIES

Fourteenth Avenue to the east runs parallel to the project segment

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along both sides of the project segment. However, there are currently bicycle facilities.

TRANSIT

Two ECAT routes utilize the project segment. Currently, Route 52 runs from East Fairfield Drive to Bayou Boulevard, and ECAT Route 32 from Bayfront Parkway to E Texar Drive.

MAP ID

107

PROJECT NAME

Pinestead-Longleaf Connector - Wymart Road to US 29 (SR 95)

PURPOSE

A PD&E Study was completed, however, due to time, the PD&E may need to be refreshed with a new corridor study to incorporate changes in land use and growth. The PD&E recommended a realignment and to provide four lanes of capacity, provide new roadway connections, provide relief to parallel facilities, and add modal choice. As Escambia County completes the locally-funded Phase 1 capacity project to provide 3 lanes of capacity between Pine Forest Road and Wymart Road, the corridor needs will need to be reconsidered.

IMPROVEMENT

Corridor Study to revisit previous PD&E Study to realign and provide four lanes of capacity. Changing from Capacity to Corridor improvement at request of 2045 FL-AL LRTP Steering Committee.

REGIONAL CONNECTIVITY

The Pinestead-Longleaf Connector will make connections between Burgess Road, Pinestead Road, and Longleaf Drive. This project is planned to become a regional corridor connecting Blue Angel Parkway with Scenic Highway.

PARALLEL FACILITIES

This facility is located to the west of the City of Pensacola. It is an east-west facility to the south of Interstate 10/SR 8. It is also parallel to SR 296/Michigan Avenue. It will act as a parallel facility to these facilities and is expected to divert local traffic.

BICYCLES AND PEDESTRIANS

As a part of the construction of the Pinestead – Longleaf Connector, sidewalks and bicycle facilities will also be constructed, thereby increasing mode choice.

TRANSIT

ECAT Route 47 and 50 serve this area.

MAP ID

108

PROJECT NAME

SR 742 (Creighton Road) – Forest Glen Drive (East of 9th Ave) to US 90 (Scenic Highway)

PURPOSE

Creighton Road is a connecting corridor from US 90 (Scenic Highway) to Burgess Road the US 29. Capacity improvements were initiated on Creighton Road but not continued to Scenic Highway. Due to more constrained right-of-way and residential neighborhoods, a Corridor / Complete Streets Study is needed to determine if capacity or other improvements are needed. Changing from Capacity to Corridor improvement at request of 2045 FL-AL LRTP Steering Committee.

IMPROVEMENT

Corridor / Complete Streets study to determine capacity or other improvements.

REGIONAL CONNECTIVITY

Creighton Road is an east-west facility located to the south of I-10. It begins to the east of I-110 and terminates at Scenic Highway.

PARALLEL FACILITIES

Because Creighton Road terminates at Scenic Highway, the improvement of Creighton Road is expected to benefit the local parallel roadways more than I-10. Specifically, the widening of this portion of Creighton Road is anticipated to move traffic from Langley Avenue, a local east-west roadway that is currently two lanes and is located to the south of Creighton Road.

BICYCLES AND PEDESTRIANS

Portions of this roadway corridor currently contain bike lanes. The widening improvement proposed would add continuous sidewalks and bike lanes for this road segment, adding mode choice and increasing continuity of facilities.

TRANSIT

This segment is currently served by Escambia County Area Transit Route 43.

MAP ID

109

PROJECT NAME

US 98 (West Navy Boulevard) – SR 295 (North Navy Boulevard) to SR 453 (North W Street)

PURPOSE

Redesign the project segment as a Complete Street to enhance multimodal transportation and safety within the area. An FDOT PD&E Study (FPID 218630-2) has been completed.

IMPROVEMENT

Design project to redesign as Complete Street; consistent with Complete Street redesign FPID 218630-2.

REGIONAL CONNECTIVITY

The project segment connects US 98 to SR 295 and SR 452, as well as to the neighborhoods and side streets adjacent to the roadway.

PARALLEL FACILITIES

West Jackson Street to the north of the project segment runs west/east from North New Warrington Road, which transitions into North Navy Boulevard, to SR 452 (North W Street).

BICYCLES AND PEDESTRIANS

There are currently shoulder bicycle facilities and pedestrian facilities

TRANSIT

Currently, there are four ECAT routes that utilize the project segment: Route 57, Route 58, Route 59A and Route 59X.

MAP ID

110

PROJECT NAME

US 90 (West Cervantes Street) – Dominques Street to A Street

PURPOSE

Provide a Lane Elimination / Road Diet consistent the Corridor Management Plan, and Traffic Feasibility Study, integrating the FDOT Pedestrian Safety Improvements project.

IMPROVEMENT

Design the Lane Elimination / Road Diet to reduce capacity from four to two lanes, incorporating pedestrian safety improvements, and the Corridor Management Plan concepts; and City of Pensacola Westside Concept Plan, pg 23/24.

REGIONAL CONNECTIVITY

US 90 (Cervantes Street) connects to US 29 and I-10 on the east, and SR 295 on the west, providing east / west connective across the City of Pensacola and Escambia County.

PARALLEL FACILITIES

West Garden Street / West Navy Boulevard provide alternate east / west connection to the south.

BICYCLES AND PEDESTRIANS

The Road Diet concept is supported by neighborhood groups to calm traffic and reduce the pedestrian fatalities that have occurred along this corridor. Bicycle corridor is preferred on parallel facility of West Jackson Street if unable to be successfully incorporated into Road Diet.

TRANSIT

ECAT serves this facility, but many of the stops are not ADA compliant along Cervantes.

MAP ID

111, 112

PROJECT NAME

SR 292 (Barrancas Avenue) – SR 292 (South Pace Boulevard) to US 98 (West Garden Street)

SR 292 (Barrancas Avenue) - SR 295 (S. Navy Blvd) to Old Barrancas Avenue

PURPOSE

The purpose of the project is to create a corridor management plan/Complete Streets study to enhance multimodal transportation and safety.

IMPROVEMENT

Create a Corridor Management Plan/Complete Streets Study along Barrancas Avenue consistent with City of Pensacola Westside Concept Plan, pg 23/26. Barrancas Avenue has been widened in the bridge over Bayou Chico. The remainder of the corridor needs to be evaluated for capacity or other improvements as connection from downtown Pensacola to NAS Pensacola.

REGIONAL CONNECTIVITY

The project connects downtown Pensacola to Navy Boulevard, the Warrington community, and continuing to NAS Pensacola.

PARALLEL FACILITIES

There are no project facilities that run diagonal the way that SR 292 (Barrancas Avenue) does. Navy Boulevard provides an alternate facility to the north.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment. However, there are no bicycle facilities within the project segment. With a complete streets study, there is potential to enhance the pedestrian facilities and add bicycle facilities.

TRANSIT

There are currently no ECAT routes along the project segment. However, ECAT Route 48, Route 64, and Route 55 cross the intersections the project segment at Government Street and North Pace Boulevard.

MAP ID

113

PROJECT NAME

CR 296A (Marlane Drive / Cerney Road) – US 90 (Mobile Highway) SR 173 (North Blue Angel Parkway)

PURPOSE

The purpose of the project is to create a corridor management / Complete Streets study to enhance multimodal facilities and safety.

IMPROVEMENT

Create a Corridor Management / Complete Streets Study.

REGIONAL CONNECTIVITY

This project segment connects the Ramsey Beach neighborhood in the west to Mobile Highway in the east.

PARALLEL FACILITIES

Saufley Field Road to the north of the project segment also connects SR 173 and US 90 (Mobile Highway).

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment. A Complete Streets study would look to add both types of facilities.

TRANSIT

ECAT Route 1 currently utilizes the project segment on Cerny Road from Muldoon Road to Patricia Drive.

MAP ID

114

PROJECT NAME

Patricia Drive – CR 296A (Marlane Drive / Cerney Road) to SR 727 (West Fairfield Drive)

PURPOSE

The purpose of the project is to create a corridor management / Complete Streets study to enhance multimodal facilities and safety. This is also a Transportation Alternatives (TA) project request from Escambia County.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study.

REGIONAL CONNECTIVITY

This project segment connects the Ramsey Beach neighborhood into the West Pensacola neighborhood

PARALLEL FACILITIES

There are no parallel facilities to the existing project segment.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment. A Complete Streets study could look to add both to the corridor.

TRANSIT

Currently, ECAT Route 1 utilizes the entire project segment, from Cerney Road to West Fairfield Drive.

MAP ID

115, 116, 117

PROJECT NAME

SR 295 (W. Fairfield Dr.) - SR 295 (New Warrington Road) to SR 292 (N. Pace Blvd)

SR 295 (W. Fairfield Dr.) - SR 292 (N. Pace Blvd) to US 29 (N. Palafox St)

SR 295 (E. Fairfield Dr.) - US 29 (N. Palafox St) to SR 291 (N. Davis Hwy)

PURPOSE

The purpose of the project is to create a corridor management / Complete Streets study to enhance multimodal facilities and safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study.

REGIONAL CONNECTIVITY

This project segment connects US 90 and New Warrington Road to SR 292 (North Pace Boulevard) with side streets and neighborhoods adjacent to the roadway, and connects two major roadways, North Palafox Street and North Davis Highway, together, and provides additional connects to side streets and neighborhoods.

PARALLEL FACILITIES

Massachusetts Avenue to the north runs parallel to the project segment from Mobile Highway to North Pace Boulevard.

BICYCLES AND PEDESTRIANS

There are discontinuous pedestrian facilities along the project segment. However, there are no bicycle facilities at this time. This has the potential to be added and enhanced through the Complete Streets study.

TRANSIT

Numerous ECAT Routes utilize the project segment. ECAT Route 1, Route 44, Route 59A run along the project segment from N Pace Boulevard to L Street. From L Street to North Palafox Street, ECAT Route 32, Route 51, Route 60, Route 52, Route 45, Route 59A, and Route 61 utilize the project segment and continue onto connecting roadways and intersections.

MAP ID

118

PROJECT NAME

US 90 (West Cervantes Street and East Cervantes Street) – A Street to I-110

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal facilities and safety. This segment was requested to be added by citizen input following the Cervantes Corridor Management Plan, Traffic Feasibility Study, and Pedestrian Safety Improvement projects.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study, consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg. 33.

REGIONAL CONNECTIVITY

This project segment connects side streets and neighborhoods in the City of Pensacola over the I-110 highway to other neighboring connections.

PARALLEL FACILITIES

East Garden Street to the south runs parallel of the project segment and connects to North A Street to East Chase Street and North Alcaniz Street, which also provide connections over the I-110 highway for neighborhoods in the City of Pensacola.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities on both sides of the project segment. Shoulder bicycle facilities are also along the project segment from North Palafox Street to the I-110 segment limit. However, the rest of the segment does not have bicycle facilities. The Complete Streets study would allow for the addition or enhancement of pedestrian and bicycle facilities.

TRANSIT

ECAT Route 2 and Route 41 utilize the project segment.

MAP ID

119

PROJECT NAME

17th Avenue – US 98 / Bayfront Parkway to US 90 (East Cervantes Street)

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal facilities and safety. This corridor will become more heavily used once construction is complete on the Pensacola Bay (Chappie James) Bridge. Capacity improvements are limited due to restricted right-of-way in a residential community, and includes a notable restriction under the railroad ("Grafitti Bridge") crossing.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study

REGIONAL CONNECTIVITY

This project segment connects US 98 and Bayfront Parkway to US 90 (East Cervantes Street), as well as connecting neighborhood side streets to major roadways.

PARALLEL FACILITIES

To the west of the project segment, North 14th Avenue runs from US 98 to US 90.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment with gaps in the network. There are no bicycle facilities at this time. With a Complete Streets study there is potential to enhance and add these facilities to the project segment.

TRANSIT

Currently there are no ECAT Routes that utilize the project segment.

MAP ID

120

PROJECT NAME

CR 298 (West Jackson Street) – SR 727 (North Fairfield Drive) to A Street

PURPOSE

Create a Corridor Study in conjunction with the West Cervantes Road Diet Study to create multimodal and safer corridors as well as reduce traffic congestion. The project is needed in conjunction with W. Cervantes Road Diet study.

IMPROVEMENT

Create a Corridor Study in conjunction with West Cervantes Road Diet Study. Escambia County request for complete streets to include sidewalks, lighting, pavement striping, crosswalks, and drainage, consistent with BUILD Grant, and Westside Concept Plan, pg 23/29.

REGIONAL CONNECTIVITY

The project segment connects Fairfield Drive to A Street in Pensacola.

PARALLEL FACILITIES

There are multiple roadways to the north and south that run parallel to the project segment, but not to the same extents.

BICYCLES AND PEDESTRIANS

There are no bicycle or pedestrian facilities along the project segment from Fairfield Drive until North New Warrington Road. Pedestrian facilities populate the project segment sporadically after that point. There are no bicycle facilities along the project segment currently.

TRANSIT

ECAT Route 2 currently utilizes the project segment.

MAP ID

122

PROJECT NAME

Massachusetts Avenue – US 90 (Mobile Highway) to SR 292 (North Pace Boulevard)

PURPOSE

Create a corridor management plan / Complete Streets study to enhance multimodal travel and safety along the corridor. This is also a Transportation Alternatives (TA) project request from Escambia County.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study.

REGIONAL CONNECTIVITY

This project segment connects US 90 (Mobile Highway) to SR 292 (North Pace Boulevard), along with connecting to multiple side streets and neighborhoods. This project segment also connects to North W Street where the Brent Athletic Complex – Baseball Field is located.

PARALLEL FACILITIES

West Michigan Avenue runs parallel to the project segment located to the north.

BICYCLES AND PEDESTRIANS

There are currently no bicycle lanes and segmented pieces of pedestrian facilities along the project segment. With the completion of a corridor management plan and/or a Complete Streets study there is potential to add and enhance these facilities in the future.

TRANSIT

ECAT Route 47 currently utilizes the project segment.

MAP ID

123

PROJECT NAME

W. Jordan Street – North E Street to US 29 (North Palafox Street)

PURPOSE

The purpose of the project is to complete a corridor study for West Jordan Street for a Maxwell/Jordan two-way conversion to reduce traffic congestion and improve safety.

IMPROVEMENT

Create a Corridor Study – Maxwell / Jordan two-way conversion.

REGIONAL CONNECTIVITY

This project connects North E Street and US 29 to Pensacola High School as well as to the surrounding side streets and neighborhoods.

PARALLEL FACILITIES

There are many roadways to the south of the projects segment that run parallel such as West Hernandez Street.

BICYCLES AND PEDESTRIANS

There are some pedestrian facilities but no bicycle facilities along the project segment.

TRANSIT

Currently, ECAT Route 48 utilizes part of the project segment.

MAP ID

124

PROJECT NAME

Fort Pickens Road – SR 399 (Via de Luna Drive) to Gulf Islands National Seashore Boundary

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal travel and safety along the corridor. Capacity improvements are limited due to constrained right-of-way on the barrier island and must integrate with the Pensacola Beach Master Plan.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study.

REGIONAL CONNECTIVITY

This project segment connects Pensacola Beach and Villa Sabine to the west.

PARALLEL FACILITIES

There are no facilities that run parallel to the project segment, Fort Pickens Road is the only main west/east road on the island.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment, but there are no bicycle facilities. With the completion and implementation of a corridor management plan / Complete Streets study there is potential to add and enhance these facilities along the projects segment in the future.

TRANSIT

Currently, ECAT Route 61 utilizes the project segment.

MAP ID

126

PROJECT NAME

SR 295 (Navy Boulevard) (North and South Segments) – SR 295 (New Warrington Road) to Bayou Grande Bridge / Duncan Road / NAS Entrance

PURPOSE

Study safety operational improvements such as drainage, curb and gutter, the addition of bicycle and pedestrian facilities, and access management of US 98/SR 30/Navy Boulevard from SR 295 to the Bayou Grande Bridge within the Warrington Community and the gateway to NAS Pensacola.

IMPROVEMENT

Conduct a corridor management / complete streets study to evaluate the need for capacity or other improvements.

REGIONAL CONNECTIVITY

This roadway segment is a part of the greater US 98/SR 30 corridor, which generally follows the gulf coast throughout the northwest Florida region. In Escambia County, US 98/SR 30 connects Alabama with the city of Pensacola. In addition, this segment of US 98/SR 30 links the Pensacola Naval Air Station with downtown Pensacola.

PARALLEL FACILITIES

To cross the Bayou Grande waterway, the nearest bridge is Gulf Beach Highway to the west.

BICYCLES AND PEDESTRIANS

The planned widening will include bicycle and sidewalk facilities in the corridor.

TRANSIT

Escambia County Area Transit 59A, 2 and 1 serve this portion of the corridor and the adjacent area.

MAP ID

128

PROJECT NAME

US 90 (Scenic Highway) – SR 742 (Creighton Road) to SR 291 (North Davis Highway) / US 90

PURPOSE

To create a corridor management plan or Complete Streets study to enhance multimodal transportation and safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study.

REGIONAL CONNECTIVITY

The project segment connects Creighton Road and the neighborhoods near the waterways to North Davis Highway and US 90 just south of the bridges over the Escambia River waterway and the county line.

PARALLEL FACILITIES

There are no facilities that run parallel to US 90 (Scenic Highway).

BICYCLES AND PEDESTRIANS

Pedestrian facilities along the project segment are sporadic and inconsistent, primarily only located on one side of the street. There are no bicycle facilities along the project segment. However, with the implementation of a corridor management plan or Complete Streets study there is potential to add more of these facilities.

TRANSIT

There are currently no ECAT Routes along the project segment.

MAP ID

129

PROJECT NAME

Davis Highway / Martin Luther King Two-Way Conversion – East Wright Street to SR 295 (East Fairfield Drive)

PURPOSE

The purpose of the project is to restore a two-way conversion, consistent with the completed Traffic Feasibility Study.

IMPROVEMENT

Create a two-way restoration, and other improvements recommended in Traffic Feasibility Study, and consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg 43, Volume II, pg 21-22; City of Pensacola Eastside Neighborhood Plan, pg 45/50.

REGIONAL CONNECTIVITY

The project segment connects the City of Pensacola to East Fairfield Drive, as well as the numerous side streets and neighborhoods connecting along the segment.

PARALLEL FACILITIES

There are quite a few parallel facilities to Davis Highway and Dr. Martin Luther King Jr Drive in this area since the neighborhoods are designed in a grid system.

BICYCLES AND PEDESTRIANS

There are some shoulder bicycle facilities and pedestrian facilities along the project segment.

TRANSIT

ECAT Route 45 utilizes both North Davis Highway and Dr. Martin Luther King Jr Drive.

MAP ID

130

PROJECT NAME

SR 292 (Pace Boulevard) – South of W. McLeod Street to US 29

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study.

REGIONAL CONNECTIVITY

The project segment connects a variety of side streets and neighborhoods

PARALLEL FACILITIES

There are many roadways to the west and east that run parallel to the project segment, however not to the same extents the project segment does.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along the project segment but no bicycle facilities. There is potential to add and enhance these facilities after the completion of a corridor management plan and/or Complete Streets study.

TRANSIT

Primarily, ECAT Route 55 utilizes the project segment, but ECAT Route 64 and Route 48 utilize small portions of the project segment.

MAP ID

131

PROJECT NAME

Garden Street – W Street to Alcaniz Street

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study, consistent with City of Pensacola Westside Concept Plan, pg 23/26; Urban Core CRA Plan, Volume I, pg 43; and Complete Street redesign FPID 218630-2

REGIONAL CONNECTIVITY

This project segment connects W Street to Alcaniz Street, a side street that connects to US 98. Neighborhoods and side streets connect to the project segment, as well as providing access to Legion Field.

PARALLEL FACILITIES

A little over half a mile to the north, West Cervantes Street runs parallel to the project segment from the same extents.

BICYCLES AND PEDESTRIANS

Pedestrian facilities can be found along the project segment.

TRANSIT

The project segment is a major facility for public transit, with five different ECAT routes utilizing it. Currently, the project segment is utilized by ECAT Route 48, Route 57, Route 58, Route 59A, and Route 59X.

MAP ID

132

PROJECT NAME

14th Avenue – Cervantes Street (US 90) and Bayfront Parkway

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety. With completion of the Pensacola Bay (Chappie James) Bridge, this corridor will see increased traffic connecting from Bayfront to Cervantes.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study, consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg 43

REGIONAL CONNECTIVITY

This project segment connects side streets and neighborhoods with Cervantes Street (US 90) to Bayfront Parkway, which allows for travel over the Pensacola Bay waterway.

PARALLEL FACILITIES

To the west, North 9th Avenue runs parallel to the project segment from Cervantes Street and Bayfront Parkway. To the east, North 17th Avenue also runs parallel to the project segment with the same limits.

BICYCLES AND PEDESTRIANS

Currently, there are pedestrian facilities but no bicycle facilities along the project segment. These facilities have the potential to be added and enhanced after the completion of the corridor management plan / Complete Streets study.

TRANSIT

There are currently no ECAT routes along the project segment.

MAP ID

133, 134

PROJECT NAME

Gregory Street – I-110 to Bayfront Parkway

Chase Street – I-110 to Bayfront Parkway

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal transportation and corridor safety.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets study, consistent with City of Pensacola Urban Core CRA Plan, Volume I, pg 46

REGIONAL CONNECTIVITY

This project segment connects I-110 and Bayfront Parkway which are two major roadways in the Pensacola area. Bayfront Parkway allows for travel over the Pensacola Bay waterway. Gregory Street connects to other side streets and neighborhoods as well.

PARALLEL FACILITIES

To the south of the project segment, East Chase Street connects I-110 and Bayfront Parkway parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are pedestrian facilities along both sides of the project segment. Since the roadway is one way, there are shoulder bicycle lanes on only one side of the project segment that follows the flow of traffic. With the completion of a Corridor Management plan / complete Streets study, there is potential to add and enhance these facilities.

TRANSIT

Currently, ECAT Route 61 utilizes the project segment.

MAP ID

135

PROJECT NAME

CR 95A (North Old Palafox Highway) – I-10 to US 29

PURPOSE

The purpose of the project is to complete a corridor management plan/complete streets study to enhance multimodal transportation and corridor safety, adding at request of Escambia County

IMPROVEMENT

Create a Corridor Management Plan/Complete Streets study.

REGIONAL CONNECTIVITY

The project segment connects I-10 to US 29, over E Nine Mile Road and through neighborhoods and side streets.

PARALLEL FACILITIES

There are no roadway facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment. However, with the completion of a corridor management plan or complete streets study, there is potential to add these facilities in the future.

TRANSIT

ECAT Route 51 utilizes the project segment.

MAP ID

136

PROJECT NAME

SR 399 (Gulf Boulevard) on Navarre Beach – SR 399 (Navarre Beach Causeway) to Gulf Islands National Seashore Boundary

PURPOSE

The purpose of the project is to create a corridor management plan / Complete Streets study to enhance multimodal travel and safety along the corridor. Capacity improvements are limited due to the limited right-of-way along the barrier island.

IMPROVEMENT

Create a Corridor Management Plan / Complete Streets Study.

REGIONAL CONNECTIVITY

This roadway connects the Navarre Beach Causeway to the west side of the island through Sound Side Park and Navarre Beach Park and Fishing Pier.

PARALLEL FACILITIES

There are currently no facilities that run parallel to the project segment. SR 399 is one of the only major west/east roadway on the island.

BICYCLES AND PEDESTRIANS

There are currently bicycle and pedestrian facilities in the form of a shared use path on the north side of the project segment. With the completion of a corridor management plan and/or a Complete Streets study there is potential to add and enhance these facilities.

TRANSIT

Santa Rosa County does not have a public transportation system at this time.

MAP ID

137, 138, 152

PROJECT NAME

US 98 (Gulf Breeze Parkway) – Fairpoint Drive to CR 30A (Shoreline Drive);

US 98 (Gulf Breeze Parkway) – CR 30A (Shoreline Drive) to Gulf Islands National Seashore Boundary; and US 98 (Gulf Breeze Parkway) at SR 399 Overpass

PURPOSE

The purpose of the project is to enhance multimodal transportation and corridor safety, consistent with the August 2020 City of Gulf Breeze proposal, "Highway 98 Multimodal Overpass and State Road 399 Interchange Redesign Concept Review" as presented to the City of Gulf Breeze Community Redevelopment Agency (CRA); and 220426-7 Feasibility Study.

IMPROVEMENT

The project involved developing conceptual designs for the safe multi-modal connection between east-west portions of the City that are bisected by Highway 98 and also develop a design concept for the redesign of the Highway 98 and State Road 399 Interchange (Pensacola Beach). The design concept for the Interchange needed to maintain or improve traffic functionality, provide multi-modal access to Pensacola Beach as well as the National Seashore multi-use path and also recover additional developable land for the areas to the north and southeast of the interchange.

REGIONAL CONNECTIVITY

This project segment connects the Gulf Breeze neighborhood to a main roadway, and provides access to the Gulf Islands National Seashore Boundary.

PARALLEL FACILITIES

There are currently no other roadways on the island that run west/east in the way that Gulf Breeze Parkway does on the peninsula.

BICYCLES AND PEDESTRIANS

There are currently pedestrian facilities, sharrow/shared lane bicycle facilities, and shoulder lane bicycle facilities along the project segment.

TRANSIT

Santa Rosa County currently does not have a public transit system at this time.

MAP ID

139

PROJECT NAME

CR 191 (Munson Highway) – SR 87 (Stewart Street) to TPO Boundary

PURPOSE

The purpose of the project is to create a corridor study to enhance multimodal transportation improvements and safety by NAS Whiting Field.

IMPROVEMENT

Create a Corridor study for multi modal improvements requested by NAS Whiting Field.

REGIONAL CONNECTIVITY

This project connects Milton to the northeast

PARALLEL FACILITIES

There are no facilities that run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are currently no bicycle or pedestrian facilities along the project segment. However, with the completion of a corridor study there is potential to add these facilities.

TRANSIT

Santa Rosa County does not currently have a public transportation system at this time.

MAP ID

140, 141, 142

PROJECT NAME

AL Foley Beach Express - Foley Beach Express at Canal Road

AL SR 180 (Canal Road Bypass) - SR 180 (Canal Road) at SR 161 (Orange Beach Blvd)

AL SR 161 & SR 180 (Major Intersection Improvements) at SR 161 (Orange Beach Boulevard) and SR 180 (Canal Road)

PURPOSE

Intersection reconfigurations in accordance with City of Orange Beach Master Plan. These intersection improvement projects will provide easier transition from SR 180 (Canal Road), SR 161, and the surrounding roadways in Orange Beach, and to enhance safety and traffic congestion through the intersection at SR 161 (Orange Beach Boulevard) and SR 180 (Canal Road).

IMPROVEMENT

Intersection reconfigurations.

REGIONAL CONNECTIVITY

This is part of the regional coastal network connecting Orange Beach to inland areas.

PARALLEL FACILITIES

N/A

BICYCLES AND PEDESTRIANS

Bicycle and pedestrian improvements are programmed along this corridor.

TRANSIT

Orange Beach currently has no fixed-route public transit options.

MAP ID

144

PROJECT NAME

I-10 at US 29

PURPOSE

Alleviate interchange deficiencies and provide additional capacity.

IMPROVEMENT

Modified interchange.

REGIONAL CONNECTIVITY

This modified interchange will provide better connectivity with I-10, US 29, and the surrounding roadways.

PARALLEL FACILITIES

There are no parallel facilities to the project segment.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this project segment.

TRANSIT

There is no ECAT route along this project segment.

MAP ID

145

PROJECT NAME

I-10 at SR 289 (Ninth Avenue)

PURPOSE

Provide greater access within the City of Pensacola and relieve future congestion at the Scenic Highway and Davis Highway interchanges.

IMPROVEMENT

Create a new interchange.

REGIONAL CONNECTIVITY

This project provides a new interchange on I-10 inside the City of Pensacola to the rest of the region.

PARALLEL FACILITIES

There are no parallel interchange facilities to this new interchange.

BICYCLES AND PEDESTRIANS

There are no bicycle and pedestrian facilities along this project segment.

TRANSIT

There is no ECAT route along this project segment.

MAP ID

146

PROJECT NAME

SR 289 (Ninth Avenue)/Langley/Tippin – SR 289 (Ninth Avenue)/Langley/Tippin to SR 289 (Ninth Avenue)/Langley/Tippin

PURPOSE

Provide for more efficient and safer intersection operations at this location.

IMPROVEMENT

Major intersection improvement.

REGIONAL CONNECTIVITY

This project will improve the intersection connections with Langley Avenue, N 9th Avenue, and Tippin Ave. An FDOT PD&E Study was completed, but will require updating to complete the design.

PARALLEL FACILITIES

There are no parallel facilities to this intersection.

BICYCLES AND PEDESTRIANS

There are shoulder bicycle facilities and pedestrian sidewalks within this intersection.

TRANSIT

ECAT Route 43 utilizes this intersection as part of its route to the PSC Transfer Center.

MAP ID

149

PROJECT NAME

US 98 at SR 295 (Navy Boulevard)

PURPOSE

The purpose of the project is to improve the intersection for US 98 and SR 295 (Navy Boulevard).

IMPROVEMENT

Create an intersection improvement.

REGIONAL CONNECTIVITY

This project provides connections with US 98 and Corry Station to Navy Boulevard, which provides south/north connections to other neighborhoods.

PARALLEL FACILITIES

South Fairfield Drive approximately 2.5 miles to the west runs south/north in the same was Navy Boulevard does with a connection to US 98.

BICYCLES AND PEDESTRIANS

Pedestrian facilities are currently located within the US 98 and SR 295 (Navy Boulevard) intersection. However, there are no bicycle facilities at this time.

TRANSIT

ECAT Route 57, Route 59A, and Route 59X currently travel along Navy Boulevard and utilize the intersection between Navy Boulevard and US 98.

MAP ID

150

PROJECT NAME

Pensacola Beach Roundabouts – SR 399 (Via de Luna Drive) to Fort Pickens Road & Casino Beach Access

PURPOSE

The purpose of the project is to create a congestion management plan / major intersection improvement to reduce traffic congestion and add roadway capacity, consistent with the Pensacola Beach Master Plan.

IMPROVEMENT

Construct the roundabout improvements identified in the Pensacola Beach Master Plan.

REGIONAL CONNECTIVITY

Bob Sikes Bridge connects Gulf Breeze to the south island where the project segment and intersection are located, over the Little Sabine Bay and Santa Rosa Sound waterways.

PARALLEL FACILITIES

Shoreline Drive and Gulf Breeze Parkway to the north run parallel to the project segment.

BICYCLES AND PEDESTRIANS

There are currently bicycle and pedestrian facilities along the west side of the project segment and the intersection.

TRANSIT

Currently ECAT Route 61, and Route 64 utilize Via De Luna Drive and Fort Pickens Road along the project corridor.

MAP ID

151

PROJECT NAME

Perdido Key Drive and Johnson Beach Road – Perdido Key Drive to Johnson Beach Road

PURPOSE

The purpose of the project is to create an intersection improvement for Perdido Key Drive and Johnson Beach Road in the form of a roundabout.

IMPROVEMENT

Create an Intersection Improvement (Roundabout)

REGIONAL CONNECTIVITY

This intersection connects Johnson Beach Road to Perdido Key Drive, one of the main roads of the island that is an access point over the Old River waterway.

PARALLEL FACILITIES

There are no facilities that are parallel to the project segment.

BICYCLES AND PEDESTRIANS

Shoulder bicycle lanes travel utilize part of the intersection along Perdido Key Drive.

TRANSIT

There are currently no ECAT routes that utilize the project segment.

MAP ID

153, 154

PROJECT NAME

CR399 (East Bay Boulevard) Roundabouts at Edgewood Drive and Andorra Street

PURPOSE

Add multi-modal enhancements to the roadway making it safer and more convenient for bicycles and pedestrians to travel along the corridor.

IMPROVEMENT

Construct roundabouts consistent with the CR 399 East Bay Corridor Management Plan (May 2020). Improvements include roundabouts, a continuous center turn lane, and paved shoulders along the corridor. Additional corridor improvement identified in CMP.

REGIONAL CONNECTIVITY

This project connects US 98 in the south to CR 399 in the north, allowing for adjacent neighborhoods to have direct access to these arterial roadways.

PARALLEL FACILITIES

This facility provides a north/south alternative to the portions of US 98 and SR 87.

BICYCLES AND PEDESTRIANS

The planned will focus on providing enhanced bicycle and sidewalk facilities in the corridor.

TRANSIT

Santa Rosa County does not currently have a transit service

Appendix H: Adopted 2045 Cost Feasible Plan

Non SIS Project Listing

Project	FPID	From		Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Regional ITS Program	4280585	Implement Intelligent Transportation System (ITS) Regional Implementation Plan			ATMS	$ 6,682,071	SU	$ 6,682,071	$ 58,817,929	$ -	$ -	$ 58,817,929	$ 65,500,000	$ -
Corridor Mgmt / Complete Streets Studies	4393213	Complete mobility studies and plans throughout the TPO area			OPS	$ -			$ 750,000	$ 750,000	$ 1,500,000	$ 3,000,000	$ 3,000,000	$ -
Corridor Mgmt / Complete Streets Projects		Implement projects in transportation studies/plans			OPS	$ -			$ 7,500,000	$ 7,500,000	$ 15,000,000	$ 30,000,000	$ 30,000,000	$ -
Public Transportation Capital Improvements		Public Transportation Capital projects (may include purchase of replacement buses or shelter amenities)			OPS	$ -			$ 1,500,000	$ 1,500,000	$ 3,000,000	$ 6,000,000	$ 6,000,000	$ -
Bicycle and Pedestrian Projects		Implement projects from FL-AL TPO bicycle and pedestrian plan			OPS	$ -			$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	$ 7,000,000	$ -
Regional Trail Program		Develop regional trail system/network			OPS	$ -			$ 1,000,000	$ 1,000,000	$ 2,000,000	$ 4,000,000	$ 4,000,000	$ -
CR 297 (Pine Forest Road) (ESC)	4410563	US 90A (Nine Mile Rd.)	North of CR 297A	Widen to 4 Lanes	PD&E	$ 110,000	SU	$ 110,000	$ 1,410,000	$ -	$ -	$ 1,410,000	$ 1,520,000	$ -
					PE	$ -			$ 1,377,288	$ -	$ -	$ 1,377,288	$ 1,377,288	$ -
					ROW	$ -			$ 4,255,298	$ -	$ -	$ 4,255,298	$ 4,255,298	$ -
					CST/CEI	$ -			$ 9,787,187	$ -	$ -	$ 9,787,187	$ 9,787,187	$ -
US 90A (Nine Mile Road) (ESC)	2186055	US 90 (Mobile Highway)	SR 297 (Pine Forest Road)	Widen to 6 Lanes	PD&E	$ -			$ 1,699,057	$ -	$ -	$ 1,699,057	$ 1,699,057	$ -
					PE	$ -			$ 5,097,172	$ -	$ -	$ 5,097,172	$ 5,097,172	
					ROW	$ 1,500,000	SU, ACSU	$ 1,490,000	$ 16,990,571	$ -	$ -	$ 16,990,571	$ 18,490,571	$ -
					CST/CEI	$ -			$ 39,078,314	$ -	$ -	$ 39,078,314	$ 39,078,314	$ -
Burgess Road (ESC)	2184291	US 29	Hilburn Road	Widen to 4 Lanes	PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ 3,247,762			$ -	$ -	$ -	$ -	$ 3,247,762	$ -
					CST/CEI	$ -			$ 17,010,171	$ -	$ -	$ 17,010,171	$ 17,010,171	$ -
SR 99 Beulah Road to US 29 Connector (ESC)	4331132 4331133	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 3,671,556	$ -	$ -	$ 3,671,556	$ 3,671,556	$ -
					ROW	$ -			$ 5,259,754	$ -	$ -	$ 5,259,754	$ 5,259,754	$ -
					CST/CEI	$ -			$ 12,097,434	$ -	$ -	$ 12,097,434	$ 12,097,434	$ -
US 29 Connector (ESC) [Segment 1]	4331132 4331133	I-10 (new Beulah Road Interchange)	Muscogee Road	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 1,080,000	$ -	$ -	$ 1,080,000	$ 1,080,000	$ -
					ROW	$ -			$ -	$ 8,581,703	$ -	$ 8,581,703	$ 8,581,703	$ -
					CST/CEI	$ -			$ -	$ -	$ 19,737,918	$ 19,737,918	$ 19,737,918	$ -
US 90 (Segment 1) (ESC)	2204362	US 90 (Scenic Highway)	Escambia River Bridge (Santa Rosa Co line)	Widen to 6 Lanes	PE	$ -			$ -	$ 2,300,000	$ -	$ 2,300,000	$ 2,300,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,300,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,400,000
US 90 (Segment 2) (SRC)	2204363	Escambia River Bridge (Santa Rosa Co line)	Simpson River Bridge	Widen to 6 Lanes	PE	$ -			$ -	$ 8,600,000	$ -	$ 8,600,000	$ 8,600,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 65,700,000
US 90 (Segment 3) (SRC)	2204363	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	PE	$ -			$ 1,500,000	$ -	$ -	$ 1,500,000	$ 1,500,000	$ -
					ROW	$ -			$ 4,000,000	$ -	$ -	$ 4,000,000	$ 4,000,000	$ -
					CST/CEI	$ -			$ -	$ -	$ 30,700,000	$ 30,700,000	$ 30,700,000	$ -
US 90 (Segment 4) (SRC)	2204363	Third Avenue	CR 197 (Bell Lane)	Widen to 6 Lanes	PE	$ -			$ -	$ 6,600,000	$ -	$ 6,600,000	$ 6,600,000	$ -
					ROW	$ -			$ -	$ 52,300,000	$ -	$ 52,300,000	$ 52,300,000	$ -
					CST/CEI	$ -			$ -	$ -	$ 50,500,000	$ 50,500,000	$ 50,500,000	$ -
US 90 (Segment 5) (SRC)	2204363	CR 197 (Bell Lane)	Glover Lane	Widen to 6 Lanes	PE	$ -			$ 7,100,000	$ -	$ -	$ 7,100,000	$ 7,100,000	$ -
					ROW	$ -			$ -	$ 34,900,000	$ -	$ 34,900,000	$ 34,900,000	$ -
					CST/CEI	$ -			$ -	$ -	$ 54,600,000	$ 54,600,000	$ 54,600,000	$ -
US 90 (Caroline Street) (SRC)	4409151	Glover Lane	SR 87N (Stewart St.)	Widen to 6 Lanes	PE	$ -			$ 1,154,097	$ -	$ -	$ 1,154,097	$ 1,154,097	$ -
					ROW	$ -			$ -	$ 3,846,993	$ -	$ 3,846,993	$ 3,846,993	$ -
					CST/CEI	$ -			$ -	$ 8,848,084	$ -	$ 8,848,084	$ 8,848,084	$ -
US 90 (Caroline Street) (SRC)	4409152	SR 87N (Stewart St.)	CR 89 (Ward Basin)	Widen to 4 Lanes	PE	$ 2,750,000	SU	$ 2,750,000	$ -	$ -	$ -	$ -	$ 2,750,000	$ -
					ROW	$ -			$ 5,704,915	$ -	$ -	$ 5,704,915	$ 5,704,915	$ -
					CST/CEI	$ -			$ -	$ 13,121,304	$ -	$ 13,121,304	$ 13,121,304	$ -
US 90 (SRC)	4409153	CR 89 (Ward Basin)	SR 87S	Widen to 4 Lanes	PE	$ 1,700,000	SU	$ 1,500,000	$ 1,050,000	$ -	$ -	$ 1,050,000	$ 2,750,000	$ -
					ROW	$ -			$ -	$ 5,655,685	$ -	$ 5,655,685	$ 5,655,685	$ -
					CST/CEI	$ -			$ -	$ -	$ 26,016,151	$ 26,016,151	$ 26,016,151	$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	US 90	CR 191 (Munson Hwy)	Create 4 Lanes	PE	$ -			$ 2,743,348	$ -	$ -	$ 2,743,348	$ 2,743,348	$ -
					ROW	$ -			$ 4,572,247	$ -	$ -	$ 4,572,247	$ 4,572,247	$ -
					CST/CEI	$ -			$ -	$ -	$ 21,032,335	$ 21,032,335	$ 21,032,335	$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	CR 191 (Munson Hwy)	SR 87N	Create 4 Lanes	PE	$ -			$ 3,417,446	$ -	$ -	$ 3,417,446	$ 3,417,446	$ -
					ROW	$ -			$ -	$ 5,695,744	$ -	$ 5,695,744	$ 5,695,744	$ -
					CST/CEI	$ -			$ -	$ -	$ 26,200,423	$ 26,200,423	$ 26,200,423	$ -
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	4210112	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	PE	$ -			$ -	$ 7,336,139	$ -	$ 7,336,139	$ 7,336,139	$ -
					ROW	$ -			$ -	$ -	$ 11,321,545	$ 11,321,545	$ 11,321,545	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 42,182,800
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	2184933	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Widen to 4 Lanes	PE	$ -			$ -	$ 4,928,000	$ -	$ 4,928,000	$ 4,928,000	$ -
					ROW	$ -			$ -	$ -	$ 31,632,768	$ 31,632,768	$ 31,632,768	$ -
					CST/CEI	$ -			$ -	$ -	$ 62,913,981	$ 62,913,981	$ 62,913,981	$ -
SR 292 (Gulf Beach Highway) (ESC)	2184932	SR 727 (Fairfield Drive)	SR 295 (Navy Boulevard)	Widen to 4 Lanes	PE	$ -			$ 2,772,000	$ -	$ -	$ 2,772,000	$ 2,772,000	$ -
					ROW	$ -			$ -	$ 17,793,432	$ -	$ 17,793,432	$ 17,793,432	$ -
					CST/CEI	$ -			$ -	$ -	$ 37,628,114	$ 37,628,114	$ 37,628,114	$ -
SR 289 (Ninth Avenue)/Langley/Tippin (ESC)	TBD	SR 289 (Ninth Avenue)/Langley/Tippin		Intersection Reconfiguration	PD&E	$ -			$ -	$ -	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ -
					PE	$ -			$ -	$ -	$ 3,000,000	$ 3,000,000	$ 3,000,000	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 10,000,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 23,000,000
SR 727 (Fairfield Drive) (ESC)	4318837	US 90 (Mobile Highway)	SR 298 (Lillian Highway)	Widen to 4 Lanes	PD&E	$ -			$ -	$ 2,122,829	$ -	$ 2,122,829	$ 2,122,829	$ -
					PE	$ -			$ -	$ -	$ 4,245,658	$ 4,245,658	$ 4,245,658	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 21,228,292
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 24,412,536

Non SIS Project Listing

Project	FPID	From		Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Navarre Community Access Road (SRC)	4369021	Edgewood Drive	Whispering Pines Road	2 Lane Connectivity	PE	$ -			$ -	$ -	$ 6,251,975	$ 6,251,975	$ 6,251,975	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,839,917
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 47,931,809
CR 184A (Berryhill Road) (SRC)	TBD	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	PD&E	$ -			$ 1,441,663	$ -	$ -	$ 1,441,663	$ 1,441,663	$ -
					PE	$ -			$ -	$ -	$ 2,162,495	$ 2,162,495	$ 2,162,495	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 7,208,318
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 16,579,131
CR 197A (Woodbine Road) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PE	$ -			$ 3,181,818	$ -	$ -	$ 3,181,818	$ 3,181,818	$ -
					ROW	$ -			$ 10,606,061	$ -	$ -	$ 10,606,061	$ 10,606,061	$ -
					CST/CEI	$ -			$ 21,212,121	$ -	$ -	$ 21,212,121	$ 21,212,121	$ -
CR 197 (Chumuckla Hwy) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PD&E	$ -			$ -	$ 2,462,135	$ -	$ 2,462,135	$ 2,462,135	$ -
					PE	$ -			$ -	$ -	$ 3,693,203	$ 3,693,203	$ 3,693,203	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 12,310,677
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 28,314,558
US 90 (W. Cervantes St.) (ESC)	TBD	Dominques St	A Street	Road Diet	PE	$ -			$ 1,650,000	$ -	$ -	$ 1,650,000	$ 1,650,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ 12,650,000	$ -	$ 12,650,000	$ 12,650,000	$ -
Davis Hwy / Martin Luther King Two-Way Conversion (ESC)	TBD	E. Wright Street	SR 295 (E. Fairfield Dr.)	Two-Way Restoration	PE	$ -			$ -	$ 1,185,000	$ -	$ 1,185,000	$ 1,185,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 9,085,000
W. Main Street (ESC)	4409041	Barrancas Avenue	Clubbs Street	Complete Street	PE	$ 250,000	SU	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000	$ -
					CST/CEI	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pea Ridge Connector [Phase 1] (SRC)	TBD	US 90	Hamilton Bridge Road	Construct new 4 lane facility	PE	$ 1,500,000			$ -	$ -	$ -	$ -	$ 1,500,000	$ -
					ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ 13,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,000,000	$ -
					Totals	$ 30,739,833		$ 12,782,071	$ 262,237,447	$ 211,427,048	$ 418,636,566	$ 892,301,061		$ 354,493,038
					Box funds	$ -			$ 12,500,000	$ 12,500,000	$ 25,000,000	$ 50,000,000	$ 50,000,000	
					ATMS	$ 6,682,071			$ 58,817,929	$ -	$ -	$ 58,817,929	$ 65,500,000	
					ROW & CST	$ 14,500,000			$ 118,755,891	$ 163,392,945	$ 372,283,235	$ 654,432,071	$ 668,932,071	$ 354,493,038
					subtotal	*$ 21,182,071*			*$ 190,073,820*	*$ 175,892,945*	*$ 397,283,235*	*$ 763,250,000*	*784,432,071*	
					subtotal Capacity Funds				$ 190,073,820	$ 175,892,945	$ 397,283,235	$ 763,250,000	$ 784,432,071	tot r/w and CST
					R/W and CST/CEI Capacity Available Revenue (Non SIS + TMA / SU 2026-2045)	$ -			$ 190,812,500	$ 190,812,500	$ 381,625,000	**$ 763,250,000**		NA
					Balance				**$ 738,680**	**$ 15,658,235**	**$ -**			
					Local Funds	$ 14,500,000 **			**$ 31,818,182**	$ -	$ -	**$ 31,818,182**	**$ 46,318,182**	$ -
					PE Funds	$ 4,700,000			$ 32,612,907	$ 30,949,139	$ 19,353,331	$ 82,915,377	$ 87,615,377	
														$ -

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
$0,000.00 = Federal Funds Only (from TIP)
$0,000.00 = PD&E

SIS Project Listing

Project	FPID	From	To	Improvement	Phase	TIP FY20-24	TIP FY21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
I-10 and SR 99 (Beulah Road) Interchange (ESC) [SIS project 3322]	437905-1 433113-1	AL State Line	East of SR 99 (Beulah Road)	Widen I-10 to 6 Lanes and New Interchange at SR 99	PD&E		$ -	$ 259,000	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -	$ -	$ 9,327,000			$ 3,800,000	$ -	$ -	$ 3,800,000	$ 3,800,000	$ -
					ENV		$ 1,920,000	$ -	$ 1,150,000							$ 1,920,000	
					ROW		$ 2,950,000	$ 4,870,000	$ -	ACNP	$ 2,950,000	$ 9,500,000	$ -	$ -	$ 6,550,000	$ 9,500,000	$ -
					CST/CEI		$ -	$ -	$ 161,367,000			$ -	$ 124,000,000	$ -	$ 124,000,000	$ 124,000,000	$ -
I-10 and US 90 (Nine Mile Road) Interchange (ESC) [SIS projects 3322, 3448]	437905-2	East of SR 99 (Beulah Road)	East of US 90A (Nine Mile Road)	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange	PD&E		$ -	$ 112,000				$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ 14,300,000					$ -	$ -	$ -	$ -	$ 14,300,000	$ -
					ROW		$ -					$ 250,000	$ -	$ -	$ 250,000	$ 250,000	$ -
					CST/CEI		$ -					$ 99,797,000	$ -	$ -	$ 99,797,000	$ 99,797,000	$ -
I-10 and SR 297 (Pine Forest Road) Interchange (ESC) [SIS project 3322]	437905-3	East of US 90A (Nine Mile Road)	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 21,231,000	$ -	$ -	$ 21,231,000	$ 21,231,000	$ -
					CST/CEI		$ -					$ 92,410,000	$ -	$ -	$ 92,410,000	$ 92,410,000	$ -
I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements)	222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction	PE	$ -	$ -	$ 5,399,000	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ENV		$ 303,946	$ 9,920,000		ACNP	$ 303,946	$ -	$ -	$ -	$ -	$ 303,946	$ -
					RRU		$ 564,500	$ -							$ -	$ 564,500	$ -
					ROW		$ 17,426,000	$ 2,413,000		ACNP	$ 4,969,000	$ -	$ -	$ -	$ -	$ 17,426,000	$ -
					CST/CEI		$ 134,666,857	$ 135,231,000		ACNP	$ 1,948,601	$ -	$ -	$ -	$ -	$ 134,666,857	$ -
I-10 (SCR) [SIS project 3319]	413062-4, 413062-6, 413062-7	SR 281 (Avalon Blvd.)	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	PD&E		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ 10,079,980	$ 10,079,980	$ 10,079,980	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 107,290,860	$ 107,290,860	$ 107,290,860	$ -
I-10 (SRC) [SIS project 3319]	413062-4 413062-8, 413062-9	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes	PD&E		$ -	$ 257,000	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ 11,833,020	$ 11,833,020	$ 11,833,020	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 125,950,140	$ 125,950,140	$ 125,950,140	$ -
SR 173 (S. Blue Angel Parkway) (ESC) [SIS project 3323]	421012-1	SR 292 (Sorrento Road)	US 98	Widen to 4 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ 5,000,000	$ 5,000,000				$ 10,300,000	$ -	$ -	$ 10,300,000	$ 15,300,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 55,511,000	$ 55,511,000	$ 55,511,000	$ -
SR 297 (Pine Forest Road) (ESC) [SIS project xxxx]	441056-1	SR 173 (Blue Angel Parkway)	SR 10 (Nine Mile Road)	Feasibility Study	PD&E		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ -	$ -	$ -	$ -
US 98 (SRC) [SIS project ID 3427]	220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes	PE	$ 747,400	$ -	$ 7,126,000		ACNP	$ 747,400	$ -	$ -	$ -	$ -	$ 747,400	$ -
					DSB	$ 80,274,732	$ -			ACNP	$ 80,274,732	$ -	$ -	$ -	$ -	$ 80,274,732	$ -
					RRU	$ 8,450,000	$ -			ACNP	$ 8,450,000	$ -	$ -	$ -	$ -	$ 8,450,000	$ -
					ENV	$ 3,188,325	$ 502,376	$ 502,000		ACNP	$ 3,690,701	$ -	$ -	$ -	$ -	$ 3,690,701	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 80,274,732	$ 80,274,732	$ 80,274,732	$ -
US 98 (SRC) [SIS project ID 3490	220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes	PE	$ -	$ 4,950,000	$ 4,950,000		SU	$ 1,807,561	$ -	$ -	$ -	$ -	$ 4,950,000	$ -
					ROW		$ -					$ 11,000,000	$ -	$ -	$ 11,000,000	$ 11,000,000	$ -
					CST/CEI		$ -					$ -	$ 96,559,000	$ -	$ 96,559,000	$ 96,559,000	$ -
US 98 (SRC) [SIS project ID 3461	220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 9,500,000	$ -	$ -	$ 9,500,000	$ 9,500,000	$ -
					CST/CEI		$ -					$ -	$ 75,898,000	$ -	$ 75,898,000	$ 75,898,000	$ -
US 98 (SRC) [SIS project ID 3462	220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 44,100,000	$ -	$ -	$ 44,100,000	$ 44,100,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 160,350,000	$ 160,350,000	$ 160,350,000	$ -
US 98 (SRC) [SIS project ID 3462	220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes	PE	$ -	$ 3,850,000	$ 3,850,000		SU	$ 3,414,690	$ -	$ -	$ -	$ -	$ 3,850,000	$ -
					ROW		$ -					$ 9,650,000	$ -	$ -	$ 9,650,000	$ 9,650,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 85,349,000	$ 85,349,000	$ 85,349,000	$ -
					Totals	$ 92,660,457	$ 186,433,679	$ 179,889,000	$ 171,844,000		$ 108,556,631	$ 311,538,000	$ 296,457,000	$ 636,638,732	$ 1,241,683,732	$ 1,520,777,868	$ -

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
$0,000.00 = PD&E
$0,000.00 = Federal Funds Only (from TIP)

PD&E	$ -	$ -	$ 628,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW & CST	$ -	$ 155,042,857	$ 142,514,000	$ 161,367,000	$ 9,867,601	$ 307,738,000	$ 296,457,000	$ 614,725,732	$ 1,218,920,732	$ -
DSB, ENV, Other	$ 91,913,057	$ 3,290,822	$ 10,422,000	$ 1,150,000	$ 92,719,379	$ -	$ -	$ -	$ -	
subtotal						$ 307,738,000	$ 296,457,000	$ 614,725,732	$ 1,218,920,732	
Local Funds		$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE Funds	$ 747,400	$ 23,100,000	$ 21,325,000	$ 9,327,000	$ 5,969,651	$ 3,800,000	$ -	$ 21,913,000	$ 25,713,000	$ -

Alabama Project Listing

Project	Project Number	From	To	Improvement	Phase	TIP 2020-2024	TIP 2021-2025	Fed Fund Codes	Fed Fund Amt	2026-2030	2031-2035	2036-2045	Beyond 2045	FY26-45 Totals
SR180 (Canal Road) (BAL)	100040566 (RW), 100040567 (UT), 100040568 (CST)	SR 59	Foley Beach Express	Capacity	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					ROW	$ -	$ 4,239,193	STPAA	$ 3,391,355	$ -	$ -	$ -	$ -	$ -
					UT	$ -	$ 1,397,148	STPAA	$ 1,117,719	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ 13,347,495	BPF	$ 10,303,010	$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -
SR180 (Canal Road) (BAL) [04]		SR 180 (Canal Rd.)	SR 161 (Orange Bveach Blvd.)	Major Intersection Improvement	PE	$ -	$ -			$ 1,117,995	$ -	$ -	$ -	$ 1,117,995
					ROW	$ -	$ -			$ 1,350,000	$ -	$ -	$ -	$ 1,350,000
					UT	$ -	$ -			$ -	$ 250,000	$ -	$ -	$ 250,000
					CN	$ -	$ -			$ -	$ -	$ -	$ 6,504,126	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -
US98 (SR42) (BAL)	100060027 (PE) 100060029 (CST)	Barclay Avenue	AL State Line	Add paved shoulders	PE	$ -	$ 20,000	STPLL	$ 20,000	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ 277,930	STPLL	$ 277,930	$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ 74,483			$ -	$ -	$ -	$ -	$ -
US98 (SR42) (BAL) [01]	100063635 (PE)	Hillcrest Road	Barclay Avenue	Add paved shoulders	PE	$ -	$ 20,000	STPLL	$ 20,000	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ -			$ -	$ 163,529	$ -	$ -	$ 163,529
					Local	$ -	$ 5,000			$ -	$ 32,706	$ -	$ -	$ 32,706
US98 (SR42) (BAL) [02]		CR 191	Hillcrest	Add paved shoulders	PE	$ -	$ -			$ -	$ 20,000	$ -	$ -	$ 20,000
					CN	$ -	$ -			$ -	$ 221,286	$ -	$ -	$ 221,286
					Local	$ -	$ -			$ -	$ 49,257	$ -	$ -	$ 49,257
CR99 (BAL)	100063634 (PE) 100063640 (CST)	CR 91	Carrier Drive	Add paved shoulders	PE	$ -	$ 75,000	STPLL	$ 75,000	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ 463,273	STPLL	$ 463,273	$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ 134,568			$ -	$ -	$ -	$ -	$ -
CR99 (BAL)	100063403 (PE) 100063404 (CST)	Carrier Drive	Spanish Cove Drive	Add paved shoulders	PE	$ 50,000	$ -			$ -	$ -	$ -	$ -	$ -
					CN	$ 407,970	$ -	STPLL	$ 407,970	$ -	$ -	$ -	$ -	$ -
					Local	$ 101,993	$ -			$ -	$ -	$ -	$ -	$ -
CR99 (BAL) [03]	100063403 (PE)	Carrier Drive	Spanish Cove Drive	Add sidewalk	PE	$ -	$ -			$ 20,000	$ -	$ -	$ -	$ 20,000
					CN	$ -	$ -			$ 123,660	$ -	$ -	$ -	$ 123,660
					Local	$ -	$ -			$ 49,257	$ -	$ -	$ -	$ 49,257
Gulf Coast Intracostal Waterway Bridge (over water)	100063605 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					CN	$ 42,768,212	$ -			$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -
Gulf Coast Intracostal Waterway Bridge (over land)	100066950 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					CN	$ 20,185,172	$ -			$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -
Wolf Bay Bridge	LOCAL (CST) [City of Orange Beach]	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ 64,800,000			$ -	$ -	$ -	$ -	$ -
				Totals		$ 559,963	$ 20,054,090		$ 16,076,257	$ 2,660,912	$ 736,778	$ -	$ 6,504,126	$ 3,397,690
					ROW & CST	$ 407,970	$ 18,327,891		$ 14,843,538	$ 1,473,660	$ 384,815	$ -	$ 6,504,126	$ 1,858,475
					UT	$ -	$ 1,397,148		$ 1,117,719	$ -	$ 250,000	$ -	$ -	$ 250,000
					Local Funds	$ 101,993	$ 214,051		$ -	$ 49,257	$ 81,963	$ -	$ -	$ 131,220
					subtotal	$ 509,963	$ 19,939,090		$ 15,961,257	$ 1,522,917	$ 716,778	$ -	$ 6,504,126	$ 2,239,695
					Available Revenue					$ 1,591,370	$ 1,591,370	$ 3,182,740		$ 6,365,480
					Balance					$ 68,453	$ 943,045	$ 4,125,785		
					PE Funds	$ 50,000	$ 115,000	$ -	$ 115,000	$ 1,137,995	$ 20,000	$ -	$ -	$ 1,157,995

Color Code:

$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds

Non SIS Project Listing

Project	FPID	From		Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Regional ITS Program	4280585	Implement Intelligent Transportation System (ITS) Regional Implementation Plan			ATMS	$ 6,682,071	SU	$ 6,682,071	$ 77,639,666	$ -	$ -	$ 77,639,666	$ 84,321,737	$ -
Corridor Mgmt / Complete Streets Studies	4393213	Complete mobility studies and plans throughout the TPO area			OPS	$ -			$ 990,000	$ 1,162,500	$ 3,075,000	$ 5,227,500	$ 5,227,500	$ -
Corridor Mgmt / Complete Streets Projects		Implement projects in transportation studies/plans			OPS	$ -			$ 9,900,000	$ 11,625,000	$ 30,750,000	$ 52,275,000	$ 52,275,000	$ -
Public Transportation Capital Improvements		Public Transportation Capital projects (may include purchase of replacement buses or shelter amenities)			OPS	$ -			$ 1,980,000	$ 2,325,000	$ 6,150,000	$ 10,455,000	$ 10,455,000	$ -
Bicycle and Pedestrian Projects		Implement projects from FL-AL TPO bicycle and pedestrian plan			OPS	$ -			$ 2,310,000	$ 2,712,500	$ 7,175,000	$ 12,197,500	$ 12,197,500	$ -
Regional Trail Program		Develop regional trail system/network			OPS	$ -			$ 1,320,000	$ 1,550,000	$ 4,100,000	$ 6,970,000	$ 6,970,000	$ -
CR 297 (Pine Forest Road) (ESC)	4410563	US 90A (Nine Mile Rd.)	North of CR 297A	Widen to 4 Lanes	PD&E	$ 110,000	SU	$ 110,000	$ 1,861,200	$ -	$ -	$ 1,861,200	$ 1,971,200	$ -
					PE	$ -			$ 1,818,020	$ -	$ -	$ 1,818,020	$ 1,818,020	$ -
					ROW	$ -			$ 5,616,993	$ -	$ -	$ 5,616,993	$ 5,616,993	$ -
					CST/CEI	$ -			$ 12,919,087	$ -	$ -	$ 12,919,087	$ 12,919,087	$ -
US 90A (Nine Mile Road) (ESC)	2186055	US 90 (Mobile Highway)	SR 297 (Pine Forest Road)	Widen to 6 Lanes	PD&E	$ -			$ 2,242,755	$ -	$ -	$ 2,242,755	$ 2,242,755	$ -
					PE	$ -			$ 6,728,267	$ -	$ -	$ 6,728,267	$ 6,728,267	
					ROW	$ 1,500,000	SU, ACSU	$ 1,490,000	$ 22,427,554	$ -	$ -	$ 22,427,554	$ 23,927,554	$ -
					CST/CEI	$ -			$ 51,583,374	$ -	$ -	$ 51,583,374	$ 51,583,374	$ -
Burgess Road (ESC)	2184291	US 29	Hilburn Road	Widen to 4 Lanes	PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ 3,247,762			$ -	$ -	$ -	$ -	$ 3,247,762	$ -
					CST/CEI	$ -			$ 22,453,426	$ -	$ -	$ 22,453,426	$ 22,453,426	$ -
SR 99 Beulah Road to US 29 Connector (ESC)	4331132 4331133	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 4,846,454	$ -	$ -	$ 4,846,454	$ 4,846,454	$ -
					ROW	$ -			$ 6,942,875	$ -	$ -	$ 6,942,875	$ 6,942,875	$ -
					CST/CEI	$ -			$ 15,968,613	$ -	$ -	$ 15,968,613	$ 15,968,613	$ -
US 29 Connector (ESC) [Segment 1]	4331132 4331133	I-10 (new Beulah Road Interchange)	Muscogee Road	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 1,425,600	$ -	$ -	$ 1,425,600	$ 1,425,600	$ -
					ROW	$ -			$ -	$ 13,301,640	$ -	$ 13,301,640	$ 13,301,640	$ -
					CST/CEI	$ -			$ -	$ -	$ 40,462,732	$ 40,462,732	$ 40,462,732	$ -
US 90 (Segment 1) (ESC)	2204362	US 90 (Scenic Highway)	Escambia River Bridge (Santa Rosa Co line)	Widen to 6 Lanes	PE	$ -			$ -	$ 3,565,000	$ -	$ 3,565,000	$ 3,565,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,300,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,400,000
US 90 (Segment 2) (SRC)	2204363	Escambia River Bridge (Santa Rosa Co line)	Simpson River Bridge	Widen to 6 Lanes	PE	$ -			$ -	$ 13,330,000	$ -	$ 13,330,000	$ 13,330,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 65,700,000
US 90 (Segment 3) (SRC)	2204363	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	PE	$ -			$ 1,980,000	$ -	$ -	$ 1,980,000	$ 1,980,000	$ -
					ROW	$ -			$ 5,280,000	$ -	$ -	$ 5,280,000	$ 5,280,000	$ -
					CST/CEI	$ -			$ -	$ -	$ 62,935,000	$ 62,935,000	$ 62,935,000	$ -
US 90 (Segment 4) (SRC)	2204363	Third Avenue	CR 197 (Bell Lane)	Widen to 6 Lanes	PE	$ -			$ -	$ 10,230,000	$ -	$ 10,230,000	$ 10,230,000	$ -
					ROW	$ -			$ -	$ 81,065,000	$ -	$ 81,065,000	$ 81,065,000	$ -
					CST/CEI	$ -			$ -	$ -	$ 103,525,000	$ 103,525,000	$ 103,525,000	$ -
US 90 (Segment 5) (SRC)	2204363	CR 197 (Bell Lane)	Glover Lane	Widen to 6 Lanes	PE	$ -			$ 9,372,000	$ -	$ -	$ 9,372,000	$ 9,372,000	$ -
					ROW	$ -			$ -	$ 54,095,000	$ -	$ 54,095,000	$ 54,095,000	$ -
					CST/CEI	$ -			$ -	$ -	$ 111,930,000	$ 111,930,000	$ 111,930,000	$ -
US 90 (Caroline Street) (SRC)	4409151	Glover Lane	SR 87N (Stewart St.)	Widen to 6 Lanes	PE	$ -			$ 1,523,408	$ -	$ -	$ 1,523,408	$ 1,523,408	$ -
					ROW	$ -			$ -	$ 5,962,839	$ -	$ 5,962,839	$ 5,962,839	$ -
					CST/CEI	$ -			$ -	$ 13,714,530	$ -	$ 13,714,530	$ 13,714,530	$ -
US 90 (Caroline Street) (SRC)	4409152	SR 87N (Stewart St.)	CR 89 (Ward Basin)	Widen to 4 Lanes	PE	$ 2,750,000	SU	$ 2,750,000	$ -	$ -	$ -	$ -	$ 2,750,000	$ -
					ROW	$ -			$ 7,530,488	$ -	$ -	$ 7,530,488	$ 7,530,488	$ -
					CST/CEI	$ -			$ -	$ 20,338,021	$ -	$ 20,338,021	$ 20,338,021	$ -
US 90 (SRC)	4409153	CR 89 (Ward Basin)	SR 87S	Widen to 4 Lanes	PE	$ 1,700,000	SU	$ 1,500,000	$ 1,386,000	$ -	$ -	$ 1,386,000	$ 3,086,000	$ -
					ROW	$ -			$ -	$ 8,766,312	$ -	$ 8,766,312	$ 8,766,312	$ -
					CST/CEI	$ -			$ -	$ -	$ 53,333,110	$ 53,333,110	$ 53,333,110	$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	US 90	CR 191 (Munson Hwy)	Create 4 Lanes	PE	$ -			$ 3,621,219	$ -	$ -	$ 3,621,219	$ 3,621,219	$ -
					ROW	$ -			$ 6,035,366	$ -	$ -	$ 6,035,366	$ 6,035,366	$ -
					CST/CEI	$ -			$ -	$ -	$ 43,116,287	$ 43,116,287	$ 43,116,287	$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	CR 191 (Munson Hwy)	SR 87N	Create 4 Lanes	PE	$ -			$ 4,511,029	$ -	$ -	$ 4,511,029	$ 4,511,029	$ -
					ROW	$ -			$ -	$ 8,828,403	$ -	$ 8,828,403	$ 8,828,403	$ -
					CST/CEI	$ -			$ -	$ -	$ 53,710,867	$ 53,710,867	$ 53,710,867	$ -
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	4210112	SR 297 (Innerarity Point Rd) / SR 292A (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	PE	$ -			$ -	$ 11,371,015	$ -	$ 11,371,015	$ 11,371,015	$ -
					ROW	$ -			$ -	$ -	$ 15,210,153	$ 15,210,153	$ 15,210,153	$ 21,470,543
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 42,182,800
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	2184933	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Widen to 4 Lanes	PE	$ -			$ -	$ 7,638,400	$ -	$ 7,638,400	$ 7,638,400	$ -
					ROW	$ -			$ -	$ -	$ 64,847,174	$ 64,847,174	$ 64,847,174	$ -
					CST/CEI	$ -			$ -	$ -	$ 128,973,661	$ 128,973,661	$ 128,973,661	$ -
SR 292 (Gulf Beach Highway) (ESC)	2184932	SR 727 (Fairfield Drive)	SR 295 (Navy Boulevard)	Widen to 4 Lanes	PE	$ -			$ 3,659,040	$ -	$ -	$ 3,659,040	$ 3,659,040	$ -
					ROW	$ -			$ -	$ 27,579,820	$ -	$ 27,579,820	$ 27,579,820	$ -
					CST/CEI	$ -			$ -	$ -	$ 77,137,634	$ 77,137,634	$ 77,137,634	$ -
SR 289 (Ninth Avenue)/Langley/Tippin (ESC)	TBD	SR 289 (Ninth Avenue)/Langley/Tippin		Intersection Reconfiguration	PD&E	$ -			$ -	$ -	$ 4,100,000	$ 4,100,000	$ 4,100,000	$ -
					PE	$ -			$ -	$ -	$ 6,150,000	$ 6,150,000	$ 6,150,000	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 10,000,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 23,000,000
SR 727 (Fairfield Drive) (ESC)	4318837	US 90 (Mobile Highway)	SR 298 (Lillian Highway)	Widen to 4 Lanes	PD&E	$ -			$ -	$ 3,290,385	$ -	$ 3,290,385	$ 3,290,385	$ -
					PE	$ -			$ -	$ -	$ 8,703,599	$ 8,703,599	$ 8,703,599	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 21,228,292
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 24,412,536
Navarre Community Access Road (SRC)	4369021	Edgewood Drive	Whispering Pines Road	2 Lane Connectivity	PE	$ -			$ -	$ -	$ 12,816,549	$ 12,816,549	$ 12,816,549	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,839,917
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 47,931,809

Non SIS Project Listing

Project	FPID	From		Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
CR 184A (Berryhill Road) (SRC)	TBD	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	PD&E	$ -			$ 1,902,995	$ -	$ -	$ 1,902,995	$ 1,902,995	$ -
					PE	$ -			$ -	$ -	$ 4,433,115	$ 4,433,115	$ 4,433,115	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 7,208,318
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 16,579,131
CR 197A (Woodbine Road) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PE	$ -			$ 3,181,818	$ -	$ -	$ 3,181,818	$ 3,181,818	$ -
					ROW	$ -			$ 10,606,061	$ -	$ -	$ 10,606,061	$ 10,606,061	$ -
					CST/CEI	$ -			$ 21,212,121	$ -	$ -	$ 21,212,121	$ 21,212,121	$ -
CR 197 (Chumuckla Hwy) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PD&E	$ -			$ -	$ 3,816,309	$ -	$ 3,816,309	$ 3,816,309	$ -
					PE	$ -			$ -	$ -	$ 7,571,066	$ 7,571,066	$ 7,571,066	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 12,310,677
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 28,314,558
US 90 (W. Cervantes St.) (ESC)	TBD	Dominques St	A Street	Road Diet	PE	$ -			$ 2,178,000	$ -	$ -	$ 2,178,000	$ 2,178,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ 19,607,500	$ -	$ 19,607,500	$ 19,607,500	$ -
Davis Hwy / Martin Luther King Two-Way Conversion (ESC)	TBD	E. Wright Street	SR 295 (E. Fairfield Dr.)	Two-Way Restoration	PE	$ -			$ -	$ 1,836,750	$ -	$ 1,836,750	$ 1,836,750	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 9,085,000
W. Main Street (ESC)	4409041	Barrancas Avenue	Clubbs Street	Complete Street	PE	$ 250,000	SU	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000	$ -
					CST/CEI	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pea Ridge Connector [Phase 1] (SRC)	TBD	US 90	Hamilton Bridge Road	Construct new 4 lane facility	PE	$ 1,500,000			$ -	$ -	$ -	$ -	$ 1,500,000	$ -
					ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ 13,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,000,000	$ -
					Totals	$ 30,739,833		$ 12,782,071	$ 334,953,430	$ 327,711,924	$ 850,205,946	$ 1,512,871,301	**$ 1,543,611,134**	$ 375,963,581
					Box funds	$ -			$ 16,500,000	$ 19,375,000	$ 51,250,000	$ 87,125,000	$ 87,125,000	
					ATMS	$ 6,682,071			$ 77,639,666	$ -	$ -	$ 77,639,666	$ 84,321,737	
					ROW & CST	$ 14,500,000			$ 156,757,776	$ 253,259,065	$ 755,181,618	$ 1,165,198,459	$ 1,179,698,459	$ 375,963,581
					subtotal	*$ 21,182,071*			*$ 250,897,442*	*$ 272,634,065*	*$ 806,431,618*	*$ 1,329,963,125*	*$ 1,351,145,196*	
					subtotal Capacity Funds				$ 250,897,442	$ 272,634,065	$ 806,431,618	$ 1,329,963,125	$ 1,351,145,196	tot r/w and CST
					R/W and CST/CEI Capacity Avail Revenue (Non SIS + TMA / SU 2026-2045) **YOE**	$ -			$ 176,520,000	$ 190,450,000	$ 396,280,000	**$ 763,250,001**		NA
					Balance				**$ (74,377,442)**	**$ (156,561,506)**	**$ (566,713,124)**			
					Local Funds	$ 14,500,000			**$ 31,818,182**	$ -	$ -	**$ 31,818,182**	**$ 46,318,182**	$ -
					PE Funds	$ 4,700,000			$ 43,049,037	$ 47,971,165	$ 39,674,329	$ 130,694,531	$ 135,394,531	
														$ -
					PD&E	$ 110,000			$ 6,006,950	$ 7,106,694	$ 4,100,000	**$ 17,213,645**		
					PE	$ 4,700,000			$ 43,049,037	$ 47,971,165	$ 39,674,329	$ 130,694,531	$ 135,394,531	
					subtotal				$ 49,055,988	$ 55,077,860	$ 43,774,329	$ 147,908,176	$ 94,701,061	
					PE and PD&E Avail Revenue (Non SIS + TMA / SU 2026-2045) **YOE**	$ -			$ 60,790,000	$ 66,570,000	$ 138,690,001	**$ 266,050,000**	$ 152,650,000	NA
					Balance				**$ 11,734,012**	**$ 23,226,152**	**$ 118,141,825**			

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
$0,000.00 = Federal Funds Only (from TIP)
$0,000.00 = PD&E

***YOE Inflation Factor (Table 8A, Page C-2, Revenue Forecasting Guidebook)**
not applied to Local Funds

2026-2030	**1.32**
2031-2035	**1.55**
2036-2045	**2.05**

For Table in Section 7.7.3 of LRTP Report

FL 2045 CFP $ to YOE

Roadway (Capacity + Intersection + ATMS + SIS)	$ 4,139,596,770	**Available Funds (non-SIS+TMA and SU)**	**YOE**	**Multiplier**	**Present Day Cost**
Public Transportation (includes box funds)	$ 10,455,000	FY 2026-2030	$176,520,000	1.32	$133,727,273
Bike / Ped (includes box funds)	$ 19,167,500	FY 2031-2035	$190,450,000	1.55	$122,870,968
Mobility (Complete Streets)	$ 81,374,750	FY 2036-2045	$396,280,000	2.05	$193,307,317
subtotal FL	$ 4,250,594,020	**FY26-45**	**$763,250,000**		**$449,905,558**

AL 2045 CFP $ to YOE

		Available Funds (Transit)	**YOE**	**Multiplier**	**Present Day Cost**
		FY 2026-2030	$60,790,000	1.32	$46,053,030
Roadway (Capacity + Intersection + ATMS)	$ 149,455,215	FY 2031-2035	$66,570,000	1.55	$42,948,387
Public Transportation (includes box funds)	$ -	FY 2036-2045	$138,690,000	2.05	$67,653,659
Bike / Ped (includes box funds)	$ 2,309,912	**FY26-45**	**$266,050,000**		**$156,655,076**
Mobility (Complete Streets)	$ -				
subtotal AL	$ 151,765,127				

Total 2045 CFP $ to YOE

Roadway (Capacity + Intersection + ATMS)	$ 4,289,051,985
Public Transportation (includes box funds)	$ 10,455,000
Bike / Ped (includes box funds)	$ 21,477,412
Mobility (Complete Streets)	$ 81,374,750
subtotal	$ 4,402,359,147

Adopted, YOE Cost

SIS Project Listing

Project	FPID	From	To	Improvement	Phase	TIP FY20-24	TIP FY21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals	FY20-45 Totals	Beyond 2045
I-10 and SR 99 (Beulah Road) Interchange (ESC) [SIS project 3322]	437905-1 433113-1	AL State Line	East of SR 99 (Beulah Road)	Widen I-10 to 6 Lanes and New Interchange at SR 99	PD&E		$ -	$ 259,000	$ -			$ -	$ -	$ -	$ -	$ 259,000	$ -
					PE	$ -	$ -	$ -	$ 9,327,000			$ 3,800,000	$ -	$ -	$ 13,127,000	$ 13,127,000	$ -
					ENV		$ 1,920,000	$ -	$ 1,150,000						$ 1,150,000	$ 3,070,000	
					ROW		$ 2,950,000	$ 4,870,000	$ -	ACNP	$ 2,950,000	$ 9,500,000	$ -	$ -	$ 9,500,000	$ 17,320,000	$ -
					CST/CEI		$ -	$ -	$ 161,367,000			$ -	$ 192,200,000	$ -	$ 353,567,000	$ 353,567,000	$ -
I-10 and US 90 (Nine Mile Road) Interchange (ESC) [SIS projects 3322, 3448]	437905-2	East of SR 99 (Beulah Road)	East of US 90A (Nine Mile Road)	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange	PD&E		$ -	$ 112,000				$ -	$ -	$ -	$ -	$ 112,000	$ -
					PE	$ -	$ 14,300,000					$ -	$ -	$ -	$ -	$ 14,300,000	$ -
					ROW		$ -					$ 250,000	$ -	$ -	$ 250,000	$ 250,000	$ -
					CST/CEI		$ -					$ 99,797,000	$ -	$ -	$ 99,797,000	$ 99,797,000	$ -
I-10 and SR 297 (Pine Forest Road) Interchange (ESC) [SIS project 3322]	437905-3	East of US 90A (Nine Mile Road)	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 21,231,000	$ -	$ -	$ 21,231,000	$ 21,231,000	$ -
					CST/CEI		$ -					$ 92,410,000	$ -	$ -	$ 92,410,000	$ 92,410,000	$ -
I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements)	222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction	PE	$ -	$ -	$ 5,399,000	$ -			$ -	$ -	$ -	$ -	$ 5,399,000	$ -
					ENV		$ 303,946	$ 9,920,000		ACNP	$ 303,946	$ -	$ -	$ -	$ -	$ 10,223,946	$ -
					RRU		$ 564,500	$ -							$ -	$ 564,500	$ -
					ROW		$ 17,426,000	$ 2,413,000		ACNP	$ 4,969,000	$ -	$ -	$ -	$ -	$ 19,839,000	$ -
					CST/CEI		$ 134,666,857	$ 135,231,000		ACNP	$ 1,948,601	$ -	$ -	$ -	$ -	$ 269,897,857	$ -
I-10 (SCR) [SIS project 3319]	413062-4, 413062-6, 413062-7	SR 281 (Avalon Blvd.)	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	PD&E		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ 20,663,959	$ 20,663,959	$ 20,663,959	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 219,946,263	$ 219,946,263	$ 219,946,263	$ -
I-10 (SRC) [SIS project 3319]	413062-4 413062-8, 413062-9	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes	PD&E		$ -	$ 257,000	$ -			$ -	$ -	$ -	$ -	$ 257,000	$ -
					PE	$ -	$ -					$ -	$ -	$ 24,257,691	$ 24,257,691	$ 24,257,691	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 258,197,787	$ 258,197,787	$ 258,197,787	$ -
SR 173 (S. Blue Angel Parkway) (ESC) [SIS project 3323]	421012-1	SR 292 (Sorrento Road)	US 98	Widen to 4 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ 5,000,000	$ 5,000,000				$ 10,300,000	$ -	$ -	$ 10,300,000	$ 20,300,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 113,797,550	$ 113,797,550	$ 113,797,550	$ -
SR 297 (Pine Forest Road) (ESC) [SIS project xxxx]	441056-1	SR 173 (Blue Angel Parkway)	SR 10 (Nine Mile Road)	Feasibility Study	PD&E		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ -	$ -	$ -	$ -
US 98 (SRC) [SIS project ID 3427]	220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes	PE	$ 747,400	$ -	$ 7,126,000		ACNP	$ 747,400	$ -	$ -	$ -	$ -	$ 7,873,400	$ -
					DSB	$ 80,274,732	$ -			ACNP	$ 80,274,732	$ -	$ -	$ -	$ -	$ 80,274,732	$ -
					RRU	$ 8,450,000	$ -			ACNP	$ 8,450,000	$ -	$ -	$ -	$ -	$ 8,450,000	$ -
					ENV	$ 3,188,325	$ 502,376	$ 502,000		ACNP	$ 3,690,701	$ -	$ -	$ -	$ -	$ 4,192,701	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 164,563,201	$ 164,563,201	$ 164,563,201	$ -
US 98 (SRC) [SIS project ID 3490	220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes	PE	$ -	$ 4,950,000	$ 4,950,000		SU	$ 1,807,561	$ -	$ -	$ -	$ -	$ 9,900,000	$ -
					ROW		$ -					$ 11,000,000	$ -	$ -	$ 11,000,000	$ 11,000,000	$ -
					CST/CEI		$ -					$ -	$ 149,666,450	$ -	$ 149,666,450	$ 149,666,450	$ -
US 98 (SRC) [SIS project ID 3461	220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 9,500,000	$ -	$ -	$ 9,500,000	$ 9,500,000	$ -
					CST/CEI		$ -					$ -	$ 117,641,900	$ -	$ 117,641,900	$ 117,641,900	$ -
US 98 (SRC) [SIS project ID 3462	220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 44,100,000	$ -	$ -	$ 44,100,000	$ 44,100,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 328,717,500	$ 328,717,500	$ 328,717,500	$ -
US 98 (SRC) [SIS project ID 3462	220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes	PE	$ -	$ 3,850,000	$ 3,850,000		SU	$ 3,414,690	$ -	$ -	$ -	$ -	$ 7,700,000	$ -
					ROW		$ -					$ 9,650,000	$ -	$ -	$ 9,650,000	$ 9,650,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 174,965,450	$ 174,965,450	$ 174,965,450	$ -
					Totals	$ 92,660,457	$ 186,433,679	$ 179,889,000	$ 171,844,000		$ 108,556,631	$ 311,538,000	$ 459,508,350	$ 1,305,109,401	$ 2,247,999,751	$ 2,706,982,887	$ -

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
$0,000.00 = PD&E
$0,000.00 = Federal Funds Only (from TIP)

PD&E	$ -	$ -	$ 628,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW & CST	$ -	$ 155,042,857	$ 142,514,000	$ 161,367,000	$ 9,867,601	$ 307,738,000	$ 459,508,350	$ 1,260,187,751	$ 2,027,434,101	$ -
DSB, ENV, Other	$ 91,913,057	$ 3,290,822	$ 10,422,000	$ 1,150,000	$ 92,719,379	$ -	$ -	$ -	$ -	
subtotal						$ 307,738,000	$ 459,508,350	$ 1,260,187,751	$ 2,027,434,101	
Local Funds		$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE Funds	$ 747,400	$ 23,100,000	$ 21,325,000	$ 9,327,000	$ 5,969,651	$ 3,800,000	$ -	$ 44,921,650	$ 48,721,650	$ -

***YOE Inflation Factor (Table 8A, Page C-2, Revenue Forecasting Guidebook)**

Alabama Project Listing

Project	Project Number	From	To	Improvement	Phase	TIP 2020-2024	TIP 2021-2025	Fed Fund Codes	Fed Fund Amt	2026-2030	2031-2035	2036-2045	Beyond 2045	FY26-45 Totals	FY20-45 Totals
SR180 (Canal Road) (BAL)	100040566 (RW), 100040567 (UT), 100040568 (CST)	SR 59	Foley Beach Express	Capacity	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ -	$ 4,239,193	STPAA	$ 3,391,355	$ -	$ -	$ -	$ -	$ -	$ 4,239,193
					UT	$ -	$ 1,397,148	STPAA	$ 1,117,719	$ -	$ -	$ -	$ -	$ -	$ 1,397,148
					CN	$ -	$ 13,347,495	BPF	$ 10,303,010	$ -	$ -	$ -	$ -	$ -	$ 13,347,495
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
SR180 (Canal Road) (BAL) [04]		SR 180 (Canal Rd.)	SR 161 (Orange Bveach Blvd.)	Major Intersection Improvement	PE	$ -	$ -			$ 1,117,995	$ -	$ -	$ -	$ 1,117,995	$ 1,117,995
					ROW	$ -	$ -			$ 1,350,000	$ -	$ -	$ -	$ 1,350,000	$ 1,350,000
					UT	$ -	$ -			$ -	$ 250,000	$ -	$ -	$ 250,000	$ 250,000
					CN	$ -	$ -			$ -	$ -	$ -	$ 6,504,126	$ -	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
US98 (SR42) (BAL)	100060027 (PE) 100060029 (CST)	Barclay Avenue	AL State Line	Add paved shoulders	PE	$ -	$ 20,000	STPLL	$ 20,000	$ -	$ -	$ -	$ -	$ -	$ 20,000
					CN	$ -	$ 277,930	STPLL	$ 277,930	$ -	$ -	$ -	$ -	$ -	$ 277,930
					Local	$ -	$ 74,483			$ -	$ -	$ -	$ -	$ -	$ 74,483
US98 (SR42) (BAL) [01]	100063635 (PE)	Hillcrest Road	Barclay Avenue	Add paved shoulders	PE	$ -	$ 20,000	STPLL	$ 20,000	$ -	$ -	$ -	$ -	$ -	$ 20,000
					CN	$ -	$ -			$ -	$ 163,529	$ -	$ -	$ 163,529	$ 163,529
					Local	$ -	$ 5,000			$ -	$ 32,706	$ -	$ -	$ 32,706	$ 37,706
US98 (SR42) (BAL) [02]		CR 191	Hillcrest	Add paved shoulders	PE	$ -	$ -			$ -	$ 20,000	$ -	$ -	$ 20,000	$ 20,000
					CN	$ -	$ -			$ -	$ 221,286	$ -	$ -	$ 221,286	$ 221,286
					Local	$ -	$ -			$ -	$ 49,257	$ -	$ -	$ 49,257	$ 49,257
CR99 (BAL)	100063634 (PE) 100063640 (CST)	CR 91	Carrier Drive	Add paved shoulders	PE	$ -	$ 75,000	STPLL	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 75,000
					CN	$ -	$ 463,273	STPLL	$ 463,273	$ -	$ -	$ -	$ -	$ -	$ 463,273
					Local	$ -	$ 134,568			$ -	$ -	$ -	$ -	$ -	$ 134,568
CR99 (BAL)	100063403 (PE) 100063404 (CST)	Carrier Drive	Spanish Cove Drive	Add paved shoulders	PE	$ 50,000	$ -			$ -	$ -	$ -	$ -	$ -	$ 50,000
					CN	$ 407,970	$ -	STPLL	$ 407,970	$ -	$ -	$ -	$ -	$ -	$ 407,970
					Local	$ 101,993	$ -			$ -	$ -	$ -	$ -	$ -	$ 101,993
CR99 (BAL) [03]	100063403 (PE)	Carrier Drive	Spanish Cove Drive	Add sidewalk	PE	$ -	$ -			$ 20,000	$ -	$ -	$ -	$ 20,000	$ 20,000
					CN	$ -	$ -			$ 123,660	$ -	$ -	$ -	$ 123,660	$ 123,660
					Local	$ -	$ -			$ 49,257	$ -	$ -	$ -	$ 49,257	$ 49,257
Gulf Coast Intracostal Waterway Bridge (over water)	100063605 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CN	$ 42,768,212	$ -			$ -	$ -	$ -	$ -	$ -	$ 42,768,212
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
Gulf Coast Intracostal Waterway Bridge (over land)	100066950 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CN	$ 20,185,172	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,185,172
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
Wolf Bay Bridge	LOCAL (CST) [City of Orange Beach]	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ 64,800,000			$ -	$ -	$ -	$ -	$ -	$ 64,800,000
					Totals	$ 559,963	$ 20,054,090		$ 16,076,257	$ 2,660,912	$ 736,778	$ -	$ 6,504,126	$ 3,397,690	$ 151,765,127
					ROW & CST	$ 407,970	$ 18,327,891		$ 14,843,538	$ 1,473,660	$ 384,815	$ -	$ 6,504,126	$ 1,858,475	$ 20,594,336
					UT	$ -	$ 1,397,148		$ 1,117,719	$ -	$ 250,000	$ -	$ -	$ 250,000	$ 1,647,148
					Local Funds	$ 101,993	$ 214,051		$ -	$ 49,257	$ 81,963	$ -	$ -	$ 131,220	$ 65,247,264
					subtotal	$ 509,963	$ 19,939,090		$ 15,961,257	$ 1,522,917	$ 716,778	$ -	$ 6,504,126	$ 2,239,695	$ 87,488,748
					Available Revenue					$ 1,591,370	$ 1,591,370	$ 3,182,740		$ 6,365,480	$ 6,365,480
					Balance					$ 68,453	$ 943,045	$ 4,125,785			
					PE Funds	$ 50,000	$ 115,000	$ -	$ 115,000	$ 1,137,995	$ 20,000	$ -	$ -	$ 1,157,995	$ 1,322,995
					Transit Funds	$ -	$ -			$ 370,403	$ 370,403	$ 740,805	$ -	$ 1,481,610	$ 1,111,208

Color Code:

$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds

***YOE Inflation Factor 1% per year for AL**

AL 2045 CFP $ to YOE

Roadway	$	149,455,215
Public Transportation (includes box funds)	$	-
Bike / Ped (includes box funds)	$	2,309,912
Mobility (Complete Streets)	$	-
subtotal AL	$	151,765,127

Appendix I: Amended 2045 Cost Feasible Plan

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP)

Project	FPID	From	To	Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Regional ITS Program	4280585	Implement Intelligent Transportation System (ITS) Regional Implementation Plan			ATMS	$ 6,682,071	SU	$ 6,682,071	$ 58,817,929	$ -	$ -	$ 58,817,929	$ 65,500,000	$ -
Traffic Signal Coordination	4125452	ITS Traffic Signal Coordiantion			OPS	$ 1,800,000			$ 2,500,000			$ 2,500,000	$ 4,300,000	
Corridor Mgmt / Complete Streets Studies	4393213	Complete mobility studies and plans throughout the TPO area			OPS	$ -			$ 750,000	$ 750,000	$ 1,500,000	$ 3,000,000	$ 3,000,000	$ -
Corridor Mgmt / Complete Streets Projects		Implement projects in transportation studies/plans			OPS	$ -			$ 7,500,000	$ 7,500,000	$ 15,000,000	$ 30,000,000	$ 30,000,000	$ -
Public Transportation Capital Improvements		Public Transportation Capital projects (may include purchase of replacement buses or shelter amenities)			OPS	$ -			$ 1,500,000	$ 1,500,000	$ 3,000,000	$ 6,000,000	$ 6,000,000	$ -
Bicycle and Pedestrian Projects		Implement projects from FL-AL TPO bicycle and pedestrian plan			OPS	$ -			$ 1,750,000	$ 1,750,000	$ 3,500,000	$ 7,000,000	$ 7,000,000	$ -
Regional Trail Program		Develop regional trail system/network			OPS	$ -			$ 1,000,000	$ 1,000,000	$ 2,000,000	$ 4,000,000	$ 4,000,000	$ -
CR 297 (Pine Forest Road) (ESC)	4410563	US 90A (Nine Mile Rd.)	North of CR 297A	Widen to 4 Lanes	PD&E	$ 110,000	SU	$ 110,000	$ -	$ -	$ -	$ -	$ 110,000	$ -
					PE	$ -			$ 1,377,288	$ -	$ -	$ 1,377,288	$ 1,377,288	$ -
					ROW	$ -			$ 4,255,298	$ -	$ -	$ 4,255,298	$ 4,255,298	$ -
					CST/CEI	$ -			$ 9,787,187	$ -	$ -	$ 9,787,187	$ 9,787,187	$ -
US 90A (Nine Mile Road) (ESC)	2186055	US 90 (Mobile Highway)	SR 297 (Pine Forest Road)	Widen to 6 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 5,097,172	$ -	$ -	$ 5,097,172	$ 5,097,172	
					ROW	$ 1,500,000	SU, ACSU	$ 1,490,000	$ 15,490,571	$ -	$ -	$ 15,490,571	$ 16,990,571	$ -
					CST/CEI	$ -			$ -	$ 39,078,314	$ -	$ 39,078,314	$ 39,078,314	$ -
Burgess Road (ESC)	2184291	US 29	Hilburn Road	Widen to 4 Lanes	PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ 3,247,762			$ -	$ -	$ -	$ -	$ 3,247,762	$ -
					CST/CEI	$ -			$ 17,010,171	$ -	$ -	$ 17,010,171	$ 17,010,171	$ -
SR 99 Beulah Road to US 29 Connector (ESC)	4331132 4331133	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 3,671,556	$ -	$ -	$ 3,671,556	$ 3,671,556	$ -
					ROW	$ -			$ 5,259,754	$ -	$ -	$ 5,259,754	$ 5,259,754	$ -
					CST/CEI	$ -			$ -	$ 12,097,434	$ -	$ 12,097,434	$ 12,097,434	$ -
US 29 Connector (ESC) [Segment 1]	4331132 4331133	I-10 (new Beulah Road Interchange)	Muscogee Road	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 1,080,000	$ -	$ -	$ 1,080,000	$ 1,080,000	$ -
					ROW	$ -			$ -	$ 8,581,703	$ -	$ 8,581,703	$ 8,581,703	$ -
					CST/CEI	$ -			$ -	$ -	$ 19,737,918	$ 19,737,918	$ 19,737,918	$ -
US 90 (Segment 1) (ESC)	2204362	US 90 (Scenic Highway)	Escambia River Bridge (Santa Rosa Co line)	Widen to 6 Lanes	PE	$ -			$ -	$ -	$ 2,300,000	$ 2,300,000	$ 2,300,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,300,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,400,000
US 90 (Segment 2) (SRC)	2204363	Escambia River Bridge (Santa Rosa Co line)	Simpson River Bridge	Widen to 6 Lanes	PE	$ -			$ -	$ 8,600,000	$ -	$ 8,600,000	$ 8,600,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 65,700,000
US 90 (Segment 3) (SRC)	2204363	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	PE	$ -			$ 1,500,000	$ -	$ -	$ 1,500,000	$ 1,500,000	$ -
					ROW	$ -			$ -	$ 4,000,000	$ -	$ 4,000,000	$ 4,000,000	$ -
					CST/CEI	$ -			$ -	$ 30,700,000	$ -	$ 30,700,000	$ 30,700,000	$ -
US 90 (Segment 4) (SRC)	2204363	Third Avenue	CR 197 (Bell Lane)	Widen to 6 Lanes	PE	$ -			$ -	$ -	$ 6,600,000	$ 6,600,000	$ 6,600,000	$ -
					ROW	$ -			$ -	$ -	$ 52,300,000	$ 52,300,000	$ 52,300,000	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 50,500,000
US 90 (Segment 5) (SRC)	2204363	CR 197 (Bell Lane)	Glover Lane	Widen to 6 Lanes	PE	$ -			$ -	$ -	$ 7,100,000	$ 7,100,000	$ 7,100,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 34,900,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 54,600,000
US 90 (Caroline Street) (SRC)	4409151	Glover Lane	SR 87N (Stewart St.)	Widen to 6 Lanes	PE	$ -			$ -	$ 1,154,097	$ -	$ 1,154,097	$ 1,154,097	$ -
					ROW	$ -			$ -	$ -	$ 3,846,993	$ 3,846,993	$ 3,846,993	$ -
					CST/CEI	$ -			$ -	$ -	$ 8,848,084	$ 8,848,084	$ 8,848,084	$ -
US 90 (Caroline Street) (SRC)	4409152	SR 87N (Stewart St.)	CR 89 (Ward Basin)	Widen to 4 Lanes	PE	$ 2,750,000	SU	$ 2,750,000	$ -	$ -	$ -	$ -	$ 2,750,000	$ -
					ROW	$ -			$ 5,704,915	$ -	$ -	$ 5,704,915	$ 5,704,915	$ -
					CST/CEI	$ -			$ -	$ 13,121,304	$ -	$ 13,121,304	$ 13,121,304	$ -
US 90 (SRC)	4409153	CR 89 (Ward Basin Rd.)	SR 87S	Widen to 4 Lanes	PE	$ 1,700,000	SU	$ 1,500,000	$ 1,050,000	$ -	$ -	$ 1,050,000	$ 2,750,000	$ -
					ROW	$ -			$ -	$ 5,655,685	$ -	$ 5,655,685	$ 5,655,685	$ -
					CST/CEI	$ -			$ -	$ -	$ 26,016,151	$ 26,016,151	$ 26,016,151	$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	US 90	CR 191 (Munson Hwy)	Create 4 Lanes	PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ -			$ -	$ -	$ 4,572,247	$ 4,572,247	$ 4,572,247	$ -
					CST/CEI	$ -			$ -	$ -	$ 21,032,335	$ 21,032,335	$ 21,032,335	$ -
SR 87A New Connector (SRC) [potential SIS]	4167489	CR 191 (Munson Hwy)	SR 87N	Create 4 Lanes	PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ -			$ 5,695,744	$ -	$ -	$ 5,695,744	$ 5,695,744	$ -
					CST/CEI	$ -			$ -	$ -	$ 26,200,423	$ 26,200,423	$ 26,200,423	$ -
SR 292 (Sorrento Road) (ESC)	4210112	97A (Innerarity Point Rd) / Gulf Beach	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	PD&E	$ -			$ -	$ 1,843,035	$ -	$ 1,843,035	$ 1,843,035	$ -
					PE	$ -			$ -	$ -	$ 7,336,139	$ 7,336,139	$ 7,336,139	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 36,680,696
					CST/CEI	$ -			$ -	$ -	$ -		$ -	$ 42,182,800
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	2184933	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Widen to 4 Lanes	PE	$ -			$ -	$ -	$ 4,928,000	$ 4,928,000	$ 4,928,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 31,632,768
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 62,913,981
SR 292 (Gulf Beach Highway) (ESC)	2184932	SR 727 (Fairfield Drive)	SR 295 (Navy Boulevard)	Widen to 4 Lanes	PE	$ -			$ -	$ -	$ 2,772,000	$ 2,772,000	$ 2,772,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,793,432
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 37,628,114
SR 289 (Ninth Avenue)/Langley/Tippin (ESC)	TBD	SR 289 (Ninth Avenue)/Langley/Tippin		Intersection Reconfiguration	PD&E	$ -			$ -	$ -	$ 2,000,000	$ 2,000,000	$ 2,000,000	$ -
					PE	$ -			$ -	$ -	$ 3,000,000	$ 3,000,000	$ 3,000,000	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 10,000,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 23,000,000

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP)

Project	FPID	From	To	Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
SR 727 (Fairfield Drive) (ESC)	4318837	US 90 (Mobile Highway)	SR 298 (Lillian Highway)	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ 2,122,829	$ 2,122,829	$ 2,122,829	$ -
					PE	$ -			$ -	$ -	$ 2,528,424	$ 2,528,424	$ 2,528,424	$ 1,717,234
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 21,228,292
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 24,412,536
Navarre Community Access Road (SRC)	4369021	Edgewood Drive	Whispering Pines Road	2 Lane Connectivity	PD&E (TRIP)	$ -			$ -	$ 833,597		$ 833,597	$ 833,597	$ -
					PD&E (TRIP)					$ 833,597		$ 833,597	$ 833,597	
					PE	$ -			$ -	$ 6,251,975	$ -	$ 6,251,975	$ 6,251,975	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,839,917
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 47,931,809
CR 184A (Berryhill Road) (SRC)	TBD	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	PD&E	$ -			$ -	$ -		$ -	$ -	$ 1,441,663
					PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,162,495
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 7,208,318
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 16,579,131
CR 197A (Woodbine Road) (SRC) **[LOCAL FUNDS]**	TBD	US 90	Five Points	Widen to 4 Lanes	PE	$ -			$ 3,181,818	$ -	$ -	$ 3,181,818	$ 3,181,818	$ -
					ROW	$ -			$ 10,606,061	$ -	$ -	$ 10,606,061	$ 10,606,061	$ -
					CST/CEI	$ -			$ 21,212,121	$ -	$ -	$ 21,212,121	$ 21,212,121	$ -
CR 197 (Chumuckla Hwy) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PD&E	$ -			$ -	$ -		$ -	$ -	$ 2,462,135
					PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 3,693,203
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 12,310,677
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 28,314,558
US 90 (W. Cervantes St.) (ESC)	TBD	Dominques St	A Street	Road Diet	PE	$ -			$ 1,650,000	$ -	$ -	$ 1,650,000	$ 1,650,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ 12,650,000	$ 12,650,000	$ 12,650,000	$ -
Davis Hwy / Martin Luther King Two-Way Conversion (ESC)	TBD	E. Wright Street	SR 295 (E. Fairfield Dr.)	Two-Way Restoration	PE	$ -			$ 1,185,000	$ -	$ -	$ -	$ -	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 9,085,000
W. Main Street (ESC)	4409041	Barrancas Avenue	Clubbs Street	Complete Street	PE	$ 250,000	SU	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000	$ -
					CST/CEI	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pea Ridge Connector [Phase 1] (SRC) **[LOCAL FUNDS]**	TBD	US 90	Hamilton Bridge Road	Construct new 4 lane facility	PE	$ 1,500,000			$ -	$ -	$ -	$ -	$ 1,500,000	$ -
					ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ 13,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,000,000	$ -
Longleaf Drive [Phase 1] (ESC) **[LOCAL FUNDS]**	TBD	Pine Forest Road	East of Wymart Road	Corridor Improvement to 3 lanes (2 lanes plus Center Turn Lane)	PE	$ 1,500,000			$ -	$ -	$ -	$ -	$ 1,500,000	$ -
					ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ 13,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,000,000	$ -
					Totals	$ 32,539,833		$ 12,782,071	$ 188,632,585	$ 145,250,740	$ 240,891,543	$ 573,589,868		$ 692,618,759
					Box funds	$ -			$ 11,500,000	$ 9,000,000	$ 18,000,000	$ 38,500,000	$ 38,500,000	
					ATMS	$ 6,682,071			$ 58,817,929	$ -	$ -	$ 58,817,929	$ 65,500,000	
					ROW & CST	$ 1,500,000			$ 63,203,640	$ 113,234,440	$ 175,204,151	$ 351,642,231	$ 353,142,231	$ 612,370,303
					subtotal	*$ 8,182,071*			*$ 133,521,569*	*$ 122,234,440*	*$ 193,204,151*	$ 448,960,160	$ 457,142,231	
					subtotal Capacity Funds				$ 133,521,569	$ 122,234,440	$ 193,204,151	$ 448,960,160	$ 457,142,231	tot r/w and CST
					difference							**$ 945,398**		
					R/W and CST/CEI Capacity Available Revenue (Non SIS + TMA / SU 2026-2045)									NA
								YOE	$ 176,520,000	$ 190,450,000	$ 396,280,000	$ 763,250,000		
					Adjusted down from YOE to Present Day 2018 Dollars			Present Day 2018	$133,727,273	$122,870,968	$193,307,317	**$ 449,905,558**		
					Balance				**$ 205,704**	**$ 636,528**	**$ 103,166**			
					Local Funds	$ 14,500,000 **			**$ 35,000,000**	**$ 833,597**	$ -	**$ 35,833,597**	**$ 50,333,597**	$ -
					PE Funds	$ 4,700,000			$ 16,611,016	$ 16,006,072	$ 36,564,563	$ 69,181,651	$ 73,881,651	
														$ -

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
$0,000.00 = Federal Funds Only (from TIP)
$0,000.00 = PD&E

Amended, Present Day Cost

SIS Project Listing

Project	FPID	From	To	Improvement	Phase	TIP FY20-24	TIP FY21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030	2031-2035	2036-2045	FY26-45 Totals	FY20-45 Totals	Beyond 2045
I-10 and SR 99 (Beulah Road) Interchange (ESC) [SIS project 3322]	437905-1 433113-1	AL State Line	East of SR 99 (Beulah Road)	Widen I-10 to 6 Lanes and New Interchange at SR 99	PD&E		$ -	$ 259,000	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -	$ -	$ 9,327,000			$ 3,800,000	$ -	$ -	$ 13,127,000	$ 13,127,000	$ -
					ENV		$ 1,920,000	$ -	$ 1,150,000						$ 1,150,000	$ 3,070,000	
					ROW		$ 2,950,000	$ 4,870,000	$ -	ACNP	$ 2,950,000	$ 9,500,000	$ -	$ -	$ 9,500,000	$ 12,450,000	$ -
					CST/CEI		$ -	$ -	$ 161,367,000			$ -	$ 124,000,000	$ -	$ 285,367,000	$ 285,367,000	$ -
I-10 and US 90 (Nine Mile Road) Interchange (ESC) [SIS projects 3322, 3448]	437905-2	East of SR 99 (Beulah Road)	East of US 90A (Nine Mile Road)	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange	PD&E		$ -	$ 112,000				$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ 14,300,000					$ -	$ -	$ -	$ -	$ 14,300,000	$ -
					ROW		$ -					$ 250,000	$ -	$ -	$ 250,000	$ 250,000	$ -
					CST/CEI		$ -					$ 99,797,000	$ -	$ -	$ 99,797,000	$ 99,797,000	$ -
I-10 and SR 297 (Pine Forest Road) Interchange (ESC) [SIS project 3322]	437905-3	East of US 90A (Nine Mile Road)	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 21,231,000	$ -	$ -	$ 21,231,000	$ 21,231,000	$ -
					CST/CEI		$ -					$ 92,410,000	$ -	$ -	$ 92,410,000	$ 92,410,000	$ -
I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements)	222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction	PE	$ -	$ -	$ 5,399,000	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ENV		$ 303,946	$ 9,920,000		ACNP	$ 303,946	$ -	$ -	$ -	$ -	$ 303,946	$ -
					RRU		$ 564,500	$ -							$ -	$ 564,500	$ -
					ROW		$ 17,426,000	$ 2,413,000		ACNP	$ 4,969,000	$ -	$ -	$ -	$ -	$ 17,426,000	$ -
					CST/CEI		$ 134,666,857	$ 135,231,000		ACNP	$ 1,948,601	$ -	$ -	$ -	$ -	$ 134,666,857	$ -
I-10 (SCR) [SIS project 3319]	413062-4, 413062-6, 413062-7	SR 281 (Avalon Blvd.)	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	PD&E		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ 10,079,980	$ 10,079,980	$ 10,079,980	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 107,290,860	$ 107,290,860	$ 107,290,860	$ -
I-10 (SRC) [SIS project 3319]	413062-4 413062-8, 413062-9	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes	PD&E		$ -	$ 257,000	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ 11,833,020	$ 11,833,020	$ 11,833,020	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 125,950,140	$ 125,950,140	$ 125,950,140	$ -
SR 173 (S. Blue Angel Parkway) (ESC) [SIS project 3323]	421012-1	SR 292 (Sorrento Road)	US 98	Widen to 4 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ 5,000,000	$ 5,000,000				$ 10,300,000	$ -	$ -	$ 10,300,000	$ 15,300,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 55,511,000	$ 55,511,000	$ 55,511,000	$ -
SR 297 (Pine Forest Road) (ESC) [SIS project xxxx]	441056-1	SR 173 (Blue Angel Parkway)	SR 10 (Nine Mile Road)	Feasibility Study	PD&E		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ -	$ -	$ -	$ -
US 98 (SRC) [SIS project ID 3427]	220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes	PE	$ 747,400	$ -	$ 7,126,000		ACNP	$ 747,400	$ -	$ -	$ -	$ -	$ 747,400	$ -
					DSB	$ 80,274,732	$ -			ACNP	$ 80,274,732	$ -	$ -	$ -	$ -	$ 80,274,732	$ -
					RRU	$ 8,450,000	$ -			ACNP	$ 8,450,000	$ -	$ -	$ -	$ -	$ 8,450,000	$ -
					ENV	$ 3,188,325	$ 502,376	$ 502,000		ACNP	$ 3,690,701	$ -	$ -	$ -	$ -	$ 3,690,701	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 80,274,732	$ 80,274,732	$ 80,274,732	$ -
US 98 (SRC) [SIS project ID 3490	220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes	PE	$ -	$ 4,950,000	$ 4,950,000		SU	$ 1,807,561	$ -	$ -	$ -	$ -	$ 4,950,000	$ -
					ROW		$ -					$ 11,000,000	$ -	$ -	$ 11,000,000	$ 11,000,000	$ -
					CST/CEI		$ -					$ -	$ 96,559,000	$ -	$ 96,559,000	$ 96,559,000	$ -
US 98 (SRC) [SIS project ID 3461	220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 9,500,000	$ -	$ -	$ 9,500,000	$ 9,500,000	$ -
					CST/CEI		$ -					$ -	$ 75,898,000	$ -	$ 75,898,000	$ 75,898,000	$ -
US 98 (SRC) [SIS project ID 3462	220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 44,100,000	$ -	$ -	$ 44,100,000	$ 44,100,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 160,350,000	$ 160,350,000	$ 160,350,000	$ -
US 98 (SRC) [SIS project ID 3462	220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes	PE	$ -	$ 3,850,000	$ 3,850,000		SU	$ 3,414,690	$ -	$ -	$ -	$ -	$ 3,850,000	$ -
					ROW		$ -					$ 9,650,000	$ -	$ -	$ 9,650,000	$ 9,650,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 85,349,000	$ 85,349,000	$ 85,349,000	$ -
					Totals	$ 92,660,457	$ 186,433,679	$ 179,889,000	$ 171,844,000		$ 108,556,631	$ 311,538,000	$ 296,457,000	$ 636,638,732	$ 1,416,477,732	$ 1,695,571,868	$ -

Color Code:

	PD&E	$ -	$ -	$ 628,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
$0,000.00 = State and Federal Funds	ROW & CST	$ -	$ 155,042,857	$ 142,514,000	$ 161,367,000	$ 9,867,601	$ 307,738,000	$ 296,457,000	$ 614,725,732	$ 1,218,920,732		$ -	
$0,000.00 = PE Funds	DSB, ENV, Other	$ 91,913,057	$ 3,290,822	$ 10,422,000	$ 1,150,000	$ 92,719,379	$ -	$ -	$ -	$ -			
	subtotal						$ 307,738,000	$ 296,457,000	$ 614,725,732	$ 1,218,920,732			
$0,000.00 = Local Funds	Available Revenue (SIS 2026-2045)		NA				$ 304,730,183	$ 304,730,183	$ 609,460,366	$ 1,218,920,732			
$0,000.00 = PD&E													
$0,000.00 = Federal Funds Only (from TIP)	**Balance**		NA				$ (3,007,817)	$ 5,265,366	$ -				
	Local Funds		$ 5,000,000	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ -		$ -	
	PE Funds	$ 747,400	$ 23,100,000	$ 21,325,000	$ 9,327,000	$ 5,969,651	$ 3,800,000	$ -	$ 21,913,000	$ 25,713,000		$ -	

Amended, Present Day Cost

Alabama Project Listing

Project	Project Number	From	To	Improvement	Phase	TIP 2020-2024	TIP 2021-2025	Fed Fund Codes	Fed Fund Amt	2026-2030	2031-2035	2036-2045	Beyond 2045	FY26-45 Totals
SR180 (Canal Road) (BAL)	100040566 (RW), 100040567 (UT), 100040568 (CST)	SR 59	Foley Beach Express	Capacity	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					ROW	$ -	$ 4,239,193	STPAA	$ 3,391,355	$ -	$ -	$ -	$ -	$ -
					UT	$ -	$ 1,397,148	STPAA	$ 1,117,719	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ 13,347,495	BPF	$ 10,303,010	$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -
SR180 (Canal Road) (BAL) [04]		SR 180 (Canal Rd.)	SR 161 (Orange Bveach Blvd.)	Major Intersection Improvement	PE	$ -	$ -			$ 1,117,995	$ -	$ -	$ -	$ 1,117,995
					ROW	$ -	$ -			$ 1,350,000	$ -	$ -	$ -	$ 1,350,000
					UT	$ -	$ -			$ -	$ 250,000	$ -	$ -	$ 250,000
					CN	$ -	$ -			$ -	$ -	$ -	$ 6,504,126	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -
US98 (SR42) (BAL)	100060027 (PE) 100060029 (CST)	Barclay Avenue	AL State Line	Add paved shoulders	PE	$ -	$ 20,000	STPLL	$ 20,000	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ 277,930	STPLL	$ 277,930	$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ 74,483			$ -	$ -	$ -	$ -	$ -
US98 (SR42) (BAL) [01]	100063635 (PE)	Hillcrest Road	Barclay Avenue	Add paved shoulders	PE	$ -	$ 20,000	STPLL	$ 20,000	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ -			$ -	$ 151,743	$ -	$ -	$ 151,743
					Local	$ -	$ 5,000			$ -	$ 37,936	$ -	$ -	$ 37,936
US98 (SR42) (BAL) [02]		CR 91	Hillcrest	Add paved shoulders	PE	$ -	$ -			$ -	$ 20,000	$ -	$ -	$ 20,000
					CN	$ -	$ -			$ -	$ 196,487	$ -	$ -	$ 196,487
					Local	$ -	$ -			$ -	$ 54,122	$ -	$ -	$ 54,122
CR99 (BAL)	100063634 (PE) 100063640 (CST)	CR 91	Carrier Drive	Add paved shoulders	PE	$ -	$ 75,000	STPLL	$ 75,000	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ 463,273	STPLL	$ 463,273	$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ 134,568			$ -	$ -	$ -	$ -	$ -
CR99 (BAL)	100063403 (PE) 100063404 (CST)	Carrier Drive	Spanish Cove Drive	Add paved shoulders	PE	$ 50,000	$ -			$ -	$ -	$ -	$ -	$ -
					CN	$ 407,970	$ -	STPLL	$ 407,970	$ -	$ -	$ -	$ -	$ -
					Local	$ 101,993	$ -			$ -	$ -	$ -	$ -	$ -
CR99 (BAL) [03]	100063403 (PE)	Carrier Drive	Spanish Cove Drive	Add sidewalk	PE	$ -	$ -			$ 20,000	$ -	$ -	$ -	$ 20,000
					CN	$ -	$ -			$ -	$ 501,099	$ -	$ -	$ 501,099
					Local	$ -	$ -			$ 130,275	$ -	$ -	$ -	$ 130,275
Gulf Coast Intracostal Waterway Bridge (over water)	100063605 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					CN	$ 42,768,212	$ -			$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -
Gulf Coast Intracostal Waterway Bridge (over land)	100066950 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					CN	$ 20,185,172	$ -			$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -
Wolf Bay Bridge	LOCAL (CST) [City of Orange Beach]	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ -			$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ 64,800,000			$ -	$ -	$ -	$ -	$ -
				Totals		$ 63,513,347	$ 84,854,090		$ 16,076,257	$ 2,618,270	$ 1,211,387	$ -	$ 6,504,126	$ 3,829,657
					ROW & CST	$ 63,361,354	$ 18,327,891		$ 14,843,538	$ 1,350,000	$ 849,329	$ -	$ 6,504,126	$ 2,199,329
					UT	$ -	$ 1,397,148		$ 1,117,719	$ -	$ 250,000	$ -	$ -	$ 250,000
					Local Funds	$ 101,993	$ 65,014,051		$ -	$ 130,275	$ 92,058	$ -	$ -	$ 222,333
					subtotal	$ 63,463,347	$ 84,739,090		$ 15,961,257	$ 1,480,275	$ 1,191,387	$ -	$ 6,504,126	$ 2,671,662
				Available Revenue Adjusted down from YOE to						$ 1,550,975	$ 1,550,975	$ 3,101,950	$ 3,167,660	$ 6,365,480
				Balance						$ 70,700	$ 430,288	$ 3,532,238		
					PE Funds	$ 50,000	$ 115,000	$ -	$ 115,000	$ 1,137,995	$ 20,000	$ -	$ -	$ 1,157,995

Color Code:

$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

Project	FPID	From	To	Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
Regional ITS Program	4280585	Implement Intelligent Transportation System (ITS) Regional Implementation Plan			ATMS	$ 6,682,071	SU	$ 6,682,071	$ 77,639,666	$ -	$ -	$ 77,639,666	$ 84,321,737	$ -
Traffic Signal Coordination	4125452	ITS Traffic Signal Coordination			OPS	$ 1,800,000			$ 3,300,000			$ 3,300,000	$ 5,100,000	
Corridor Mgmt / Complete Streets Studies	4393213	Complete mobility studies and plans throughout the TPO area			OPS	$ -			$ 990,000	$ 1,162,500	$ 3,075,000	$ 5,227,500	$ 5,227,500	$ -
Corridor Mgmt / Complete Streets Projects		Implement projects in transportation studies/plans			OPS	$ -			$ 9,900,000	$ 11,625,000	$ 30,750,000	$ 52,275,000	$ 52,275,000	$ -
Public Transportation Capital Improvements		Public Transportation Capital projects (may include purchase of replacement buses or shelter amenities)			OPS	$ -			$ 1,980,000	$ 2,325,000	$ 6,150,000	$ 10,455,000	$ 10,455,000	$ -
Bicycle and Pedestrian Projects		Implement projects from FL-AL TPO bicycle and pedestrian plan			OPS	$ -			$ 2,310,000	$ 2,712,500	$ 7,175,000	$ 12,197,500	$ 12,197,500	$ -
Regional Trail Program		Develop regional trail system/network			OPS	$ -			$ 1,320,000	$ 1,550,000	$ 4,100,000	$ 6,970,000	$ 6,970,000	$ -
CR 297 (Pine Forest Road) (ESC)	4410563	US 90A (Nine Mile Rd.)	North of CR 297A	Widen to 4 Lanes	PD&E	$ 110,000	SU	$ 110,000	$ -	$ -	$ -	$ -	$ 110,000	$ -
					PE	$ -			$ 1,818,020	$ -	$ -	$ 1,818,020	$ 1,818,020	$ -
					ROW	$ -			$ 5,616,993	$ -	$ -	$ 5,616,993	$ 5,616,993	$ -
					CST/CEI	$ -			$ 12,919,087	$ -	$ -	$ 12,919,087	$ 12,919,087	$ -
US 90A (Nine Mile Road) (ESC)	2186055	US 90 (Mobile Highway)	SR 297 (Pine Forest Road)	Widen to 6 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 6,728,267	$ -	$ -	$ 6,728,267	$ 6,728,267	
					ROW	$ 1,500,000	SU, ACSU	$ 1,490,000	$ 20,447,554	$ -	$ -	$ 20,447,554	$ 21,947,554	$ -
					CST/CEI	$ -			$ -	$ 60,571,387	$ -	$ 60,571,387	$ 60,571,387	$ -
Burgess Road (ESC)	2184291	US 29	Hilburn Road	Widen to 4 Lanes	PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ 3,247,762			$ -	$ -	$ -	$ -	$ 3,247,762	$ -
					CST/CEI	$ -			$ 22,453,426	$ -	$ -	$ 22,453,426	$ 22,453,426	$ -
SR 99 Beulah Road to US 29 Connector (ESC)	4331132 4331133	Nine Mile Road	I-10 (new Beulah Road Interchange)	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 4,846,454	$ -	$ -	$ 4,846,454	$ 4,846,454	$ -
					ROW	$ -			$ 6,942,875	$ -	$ -	$ 6,942,875	$ 6,942,875	$ -
					CST/CEI	$ -			$ -	$ 18,751,023	$ -	$ 18,751,023	$ 18,751,023	$ -
US 29 Connector (ESC) [Segment 1]	4331132 4331133	I-10 (new Beulah Road Interchange)	Muscogee Road	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -			$ 1,425,600	$ -	$ -	$ 1,425,600	$ 1,425,600	$ -
					ROW	$ -			$ -	$ 13,301,640	$ -	$ 13,301,640	$ 13,301,640	$ -
					CST/CEI	$ -			$ -	$ -	$ 40,462,732	$ 40,462,732	$ 40,462,732	$ -
US 90 (Segment 1) (ESC)	2204362	US 90 (Scenic Highway)	Escambia River Bridge (Santa Rosa Co line)	Widen to 6 Lanes	PE	$ -			$ -	$ -	$ 4,715,000	$ 4,715,000	$ 4,715,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 8,300,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,400,000
US 90 (Segment 2) (SRC)	2204363	Escambia River Bridge (Santa Rosa Co line)	Simpson River Bridge	Widen to 6 Lanes	PE	$ -			$ -	$ 13,330,000	$ -	$ 13,330,000	$ 13,330,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 65,700,000
US 90 (Segment 3) (SRC)	2204363	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	PE	$ -			$ 1,980,000	$ -	$ -	$ 1,980,000	$ 1,980,000	$ -
					ROW	$ -			$ -	$ 6,200,000	$ -	$ 6,200,000	$ 6,200,000	$ -
					CST/CEI	$ -			$ -	$ 47,585,000	$ -	$ 47,585,000	$ 47,585,000	$ -
US 90 (Segment 4) (SRC)	2204363	Third Avenue	CR 197 (Bell Lane)	Widen to 6 Lanes	PE	$ -			$ -	$ -	$ 13,530,000	$ 13,530,000	$ 13,530,000	$ -
					ROW	$ -			$ -	$ -	$ 107,215,000	$ 107,215,000	$ 107,215,000	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 50,500,000
US 90 (Segment 5) (SRC)	2204363	CR 197 (Bell Lane)	Glover Lane	Widen to 6 Lanes	PE	$ -			$ -	$ -	$ 14,555,000	$ 14,555,000	$ 14,555,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 34,900,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 54,600,000
US 90 (Caroline Street) (SRC)	4409151	Glover Lane	SR 87N (Stewart St.)	Widen to 6 Lanes	PE	$ -			$ -	$ 1,788,850	$ -	$ 1,788,850	$ 1,788,850	$ -
					ROW	$ -			$ -	$ -	$ 7,886,336	$ 7,886,336	$ 7,886,336	$ -
					CST/CEI	$ -			$ -	$ -	$ 18,138,572	$ 18,138,572	$ 18,138,572	$ -
US 90 (Caroline Street) (SRC)	4409152	SR 87N (Stewart St.)	CR 89 (Ward Basin)	Widen to 4 Lanes	PE	$ 2,750,000	SU	$ 2,750,000	$ -	$ -	$ -	$ -	$ 2,750,000	$ -
					ROW	$ -			$ 7,530,488	$ -	$ -	$ 7,530,488	$ 7,530,488	$ -
					CST/CEI	$ -			$ -	$ 20,338,021	$ -	$ 20,338,021	$ 20,338,021	$ -
US 90 (SRC)	4409153	CR 89 (Ward Basin Rd.)	SR 87S	Widen to 4 Lanes	PE	$ 1,700,000	SU	$ 1,500,000	$ 1,386,000	$ -	$ -	$ 1,386,000	$ 3,086,000	$ -
					ROW	$ -			$ -	$ 8,766,312	$ -	$ 8,766,312	$ 8,766,312	$ -
					CST/CEI	$ -			$ -	$ -	$ 53,333,110	$ 53,333,110	$ 53,333,110	$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	US 90	CR 191 (Munson Hwy)	Create 4 Lanes	PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ -			$ -	$ -	$ 9,373,106	$ 9,373,106	$ 9,373,106	$ -
					CST/CEI	$ -			$ -	$ -	$ 43,116,287	$ 43,116,287	$ 43,116,287	$ -
SR 87A New Connector (SRC) [potential SIS]	4167488	CR 191 (Munson Hwy)	SR 87N	Create 4 Lanes	PE	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ -			$ 7,518,382	$ -	$ -	$ 7,518,382	$ 7,518,382	$ -
					CST/CEI	$ -			$ -	$ -	$ 53,710,867	$ 53,710,867	$ 53,710,867	$ -
SR 292 (Sorrento Road) (ESC)	4210112	CR 297A (Innerarity Pt. Rd.) / Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	PD&E	$ -			$ -	$ 2,856,704	$ -	$ 2,856,704	$ 2,856,704	$ -
					PE	$ -			$ -	$ -	$ 15,039,085	$ 15,039,085	$ 15,039,085	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 36,680,696
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 42,182,800
SR 292 (Sorrento Road / Gulf Beach Highway) (ESC)	2184933	SR 173 (S. Blue Angel Parkway)	SR 727 (Fairfield Drive)	Widen to 4 Lanes	PE	$ -			$ -	$ -	$ 10,102,400	$ 10,102,400	$ 10,102,400	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 31,632,768
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 62,913,981
SR 292 (Gulf Beach Highway) (ESC)	2184932	SR 727 (Fairfield Drive)	SR 295 (Navy Boulevard)	Widen to 4 Lanes	PE	$ -			$ -	$ -	$ 5,682,600	$ 5,682,600	$ 5,682,600	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 17,793,432
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 37,628,114

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

Project	FPID	From	To	Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
SR 289 (Ninth Avenue)/Langley/Tippin (ESC)	TBD	SR 289 (Ninth Avenue)/Langley/Tippin		Intersection Reconfiguration	PD&E	$ -			$ -	$ -	$ 4,100,000	$ 4,100,000	$ 4,100,000	$ -
					PE	$ -			$ -	$ -	$ 6,150,000	$ 6,150,000	$ 6,150,000	
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 10,000,000
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 23,000,000
SR 727 (Fairfield Drive) (ESC)	4318837	US 90 (Mobile Highway)	SR 298 (Lillian Highway)	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ 4,351,799	$ 4,351,799	$ 4,351,799	$ -
					PE	$ -			$ -	$ -	$ 5,183,269	$ 5,183,269	$ 5,183,269	$ 1,717,234
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 21,228,292
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 24,412,536
Navarre Community Access Road (SRC)	4369021	Edgewood Drive	Whispering Pines Road	2 Lane Connectivity	PD&E (TRIP)	$ -			$ -	$ 1,292,075		$ 1,292,075	$ 1,292,075	
					PD&E (TRIP) **LOCAL**					$ 1,292,075		$ 1,292,075	$ 1,292,075	
					PE	$ -			$ -	$ 9,690,561	$ -	$ 9,690,561	$ 9,690,561	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,839,917
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 47,931,809
CR 184A (Berryhill Road) (SRC)	TBD	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 1,441,663
					PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,162,495
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 7,208,318
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 16,579,131
CR 197A (Woodbine Road) (SRC) [**LOCAL FUNDS**]	TBD	US 90	Five Points	Widen to 4 Lanes	PE	$ -			$ 3,181,818	$ -	$ -	$ 3,181,818	$ 3,181,818	$ -
					ROW	$ -			$ 10,606,061	$ -	$ -	$ 10,606,061	$ 10,606,061	$ -
					CST/CEI	$ -			$ 21,212,121	$ -	$ -	$ 21,212,121	$ 21,212,121	$ -
CR 197 (Chumuckla Hwy) (SRC)	TBD	US 90	Five Points	Widen to 4 Lanes	PD&E	$ -			$ -	$ -	$ -	$ -	$ -	$ 2,462,135
					PE	$ -			$ -	$ -	$ -	$ -	$ -	$ 3,693,203
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ 12,310,677
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 28,314,558
US 90 (W. Cervantes St.) (ESC)	TBD	Dominques St	A Street	Road Diet	PE	$ -			$ 2,178,000	$ -	$ -	$ 2,178,000	$ 2,178,000	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ 25,932,500	$ 25,932,500	$ 25,932,500	$ -
Davis Hwy / Martin Luther King Two-Way Conversion (ESC)	TBD	E. Wright Street	SR 295 (E. Fairfield Dr.)	Two-Way Restoration	PE	$ -			$ 1,564,200	$ -	$ -	$ 1,564,200	$ 1,564,200	$ -
					ROW	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ -			$ -	$ -	$ -	$ -	$ -	$ 9,085,000
W. Main Street (ESC)	4409041	Barrancas Avenue	Clubbs Street	Complete Street	PE	$ 250,000	SU	$ 250,000	$ -	$ -	$ -	$ -	$ 250,000	$ -
					CST/CEI	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Pea Ridge Connector [Phase 1] (SRC) [**LOCAL FUNDS**]	TBD	US 90	Hamilton Bridge Road	Construct new 4 lane facility	PE	$ 1,500,000			$ -	$ -	$ -	$ -	$ 1,500,000	$ -
					ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ 13,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 13,000,000	$ -
Longleaf Drive [Phase 1] (ESC) [**LOCAL FUNDS**]	TBD	Pine Forest Road	East of Wymart Road	Corridor Improvement to 3 lanes (2 lanes plus Center Turn Lane)	PE	$ 500,000			$ -	$ -	$ -	$ -	$ 500,000	$ -
					ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI	$ 5,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,000,000	$ -
					Totals	$ 38,039,833		$ 12,782,071	$ 237,795,012	$ 225,138,647	$ 493,827,663	$ 956,761,323	**$ 994,801,156**	$ 692,618,759
					Box funds	$ -			$ 15,180,000	$ 13,950,000	$ 36,900,000	$ 66,030,000	$ 66,030,000	
					ATMS	$ 6,682,071			$ 77,639,666	$ -	$ -	$ 77,639,666	$ 84,321,737	
					ROW & CST	$ 14,500,000			$ 83,428,805	$ 175,513,382	$ 359,168,510	$ 618,110,696	$ 632,610,696	$ 681,142,029
					subtotal Capacity Funds				$ 176,248,471	$ 189,463,382	$ 396,068,510	$ 761,780,363	$ 761,780,363	tot r/w and CST
					R/W and CST/CEI Capacity Avail Revenue (Non SIS + TMA / SU 2026-2045) **YOE**	$ -			$ 176,520,000	$ 190,450,000	$ 396,280,000	**$ 763,250,000**		NA
					Balance				**$ 271,529**	**$ 1,258,148**	**$ 1,469,638**			
					Local Funds	$ 20,000,000			**$ 35,000,000**	**$ 1,292,075**	$ -	**$ 36,292,075**	**$ 56,292,075**	$ -
					PE Funds	$ 4,700,000			$ 21,926,541	$ 24,809,412	$ 74,957,354	$ 121,693,307	$ 126,393,307	
														$ -
					Box funds	$ -			$ 4,620,000	$ 5,425,000	$ 14,350,000	$ 24,395,000		
					PD&E	$ 110,000			$ -	$ 4,148,779	$ 8,451,799	**$ 12,600,578**		
					PE Funds	$ 4,700,000			$ 21,926,541	$ 24,809,412	$ 74,957,354	$ 121,693,307	$ 126,393,307	
					subtotal				$ 21,926,541	$ 28,958,190	$ 83,409,154	$ 134,293,885		
					PE and PD&E Avail Revenue (Non SIS + TMA / SU 2026-2045) **YOE**	$ -			$ 29,693,767	$ 34,867,681	$ 92,230,640	**$ 156,792,088**		NA
					Balance				**$ 7,767,226**	**$ 13,676,716**	**$ 22,498,203**			

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
$0,000.00 = Federal Funds Only (from TIP)
$0,000.00 = PD&E

***YOE Inflation Factor (Table 8A, Page C-2, Revenue Forecasting Guidebook)**
not applied to Local Funds

2026-2030	**1.32**
2031-2035	**1.55**
2036-2045	**2.05**

Non SIS Project Listing (Includes State and Federal Funds, FY26-45 + TIP) Adjusted to Year of Expenditure (YOE)

Project	FPID	From	To	Improvement	Phase	TIP FY20-24, 21-45	Fed Fund Codes	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY 26-45 Totals	FY20-45 Totals (adding TIPs)	Beyond 2045
For Table in Section 7.9.4 of LRTP Report														
FL 2045 CFP $ to YOE														
Roadway (Capacity + Intersection + ATMS + SIS)		$ 3,579,634,342		**Available Funds (non-SIS+TMA and SU)**		**YOE**	**Multiplier**	**Present Day Cost**						
Public Transportation (includes box funds)		$ 10,455,000		FY 2026-2030		$176,520,000	1.32	$133,727,273						
Bike / Ped (includes box funds)		$ 19,167,500		FY 2031-2035		$190,450,000	1.55	$122,870,968						
Mobility (Complete Streets)		$ 87,427,200		FY 2036-2045		$396,280,000	2.05	$193,307,317						
subtotal FL		$ 3,696,684,042		**FY26-45**		**$763,250,000**		**$449,905,558**						
AL 2045 CFP $ to YOE				**Available Funds (Transit)**		**YOE**	**Multiplier**	**Present Day Cost**						
				FY 2026-2030		$60,790,000	1.32	$46,053,030						
Roadway (Capacity + Intersection + ATMS)		$ 149,455,215		FY 2031-2035		$66,570,000	1.55	$42,948,387						
Public Transportation (includes box funds)		$ -		FY 2036-2045		$138,690,000	2.05	$67,653,659						
Bike / Ped (includes box funds)		$ 2,309,912		**FY26-45**		**$266,050,000**		**$156,655,076**						
Mobility (Complete Streets)		$ -												
subtotal AL		$ 151,765,127												
Total 2045 CFP $ to YOE														
Roadway (Capacity + Intersection + ATMS)		$ 3,729,089,557												
Public Transportation (includes box funds)		$ 10,455,000												
Bike / Ped (includes box funds)		$ 21,477,412												
Mobility (Complete Streets)		$ 87,427,200												
subtotal		$ 3,848,449,169												

SIS Project Listing

Project	FPID	From	To	Improvement	Phase	TIP FY20-24	TIP FY21-25	SIS 1st 5YP FY21-25	SIS 2nd 5YP FY26-30	Fed Fund Code	Fed Fund Amt.	2026-2030 YOE*	2031-2035 YOE*	2036-2045 YOE*	FY26-45 Totals	FY20-45 Totals	Beyond 2045
I-10 and SR 99 (Beulah Road) Interchange (ESC) [SIS project 3322]	437905-1 433113-1	AL State Line	East of SR 99 (Beulah Road)	Widen I-10 to 6 Lanes and New Interchange at SR 99	PD&E		$ -	$ 259,000	$ -			$ -	$ -	$ -	$ -	$ 259,000	$ -
					PE	$ -	$ -	$ -	$ 9,327,000			$ 3,800,000	$ -	$ -	$ 13,127,000	$ 13,127,000	$ -
					ENV		$ 1,920,000	$ -	$ 1,150,000						$ 1,150,000	$ 3,070,000	
					ROW		$ 2,950,000	$ 4,870,000	$ -	ACNP	$ 2,950,000	$ 9,500,000	$ -	$ -	$ 9,500,000	$ 17,320,000	$ -
					CST/CEI		$ -	$ -	$ 161,367,000			$ -	$ 192,200,000	$ -	$ 353,567,000	$ 353,567,000	$ -
I-10 and US 90 (Nine Mile Road) Interchange (ESC) [SIS projects 3322, 3448]	437905-2	East of SR 99 (Beulah Road)	East of US 90A (Nine Mile Road)	Widen I-10 to 6 Lanes and Reconstruct Nine Mile Road as Diverging Diamond Interchange	PD&E		$ -	$ 112,000				$ -	$ -	$ -	$ -	$ 112,000	$ -
					PE	$ -	$ 14,300,000					$ -	$ -	$ -	$ -	$ 14,300,000	$ -
					ROW		$ -					$ 250,000	$ -	$ -	$ 250,000	$ 250,000	$ -
					CST/CEI		$ -					$ 99,797,000	$ -	$ -	$ 99,797,000	$ 99,797,000	$ -
I-10 and SR 297 (Pine Forest Road) Interchange (ESC) [SIS project 3322]	437905-3	East of US 90A (Nine Mile Road)	West of US 29	Widen I-10 to 6 Lanes and Reconstruct Pine Forest Road as Diverging Diamond Interchange	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 21,231,000	$ -	$ -	$ 21,231,000	$ 21,231,000	$ -
					CST/CEI		$ -					$ 92,410,000	$ -	$ -	$ 92,410,000	$ 92,410,000	$ -
I-10 at US 29 Interchange (ESC) (Phase 2 Ultimate Improvements)	222476-1	I-10 @ 29	I-10 @ 29	Interchange Reconstruction	PE	$ -	$ -	$ 5,399,000	$ -			$ -	$ -	$ -	$ -	$ 5,399,000	$ -
					ENV		$ 303,946	$ 9,920,000		ACNP	$ 303,946	$ -	$ -	$ -	$ -	$ 10,223,946	$ -
					RRU		$ 564,500	$ -							$ -	$ 564,500	$ -
					ROW		$ 17,426,000	$ 2,413,000		ACNP	$ 4,969,000	$ -	$ -	$ -	$ -	$ 19,839,000	$ -
					CST/CEI		$ 134,666,857	$ 135,231,000		ACNP	$ 1,948,601	$ -	$ -	$ -	$ -	$ 269,897,857	$ -
I-10 (SCR) [SIS project 3319]	413062-4, 413062-6, 413062-7	SR 281 (Avalon Blvd.)	SR 87	Widen I-10 to 6 Lanes and Interchange Improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87	PD&E		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ 20,663,959	$ 20,663,959	$ 20,663,959	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 219,946,263	$ 219,946,263	$ 219,946,263	$ -
I-10 (SRC) [SIS project 3319]	413062-4 413062-8, 413062-9	SR 87	Okaloosa County Line	Widen I-10 to 6 Lanes	PD&E		$ -	$ 257,000	$ -			$ -	$ -	$ -	$ -	$ 257,000	$ -
					PE	$ -	$ -					$ -	$ -	$ 24,257,691	$ 24,257,691	$ 24,257,691	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 258,197,787	$ 258,197,787	$ 258,197,787	$ -
SR 173 (S. Blue Angel Parkway) (ESC) [SIS project 3323]	421012-1	SR 292 (Sorrento Road)	US 98	Widen to 4 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ 5,000,000	$ 5,000,000				$ 10,300,000	$ -	$ -	$ 10,300,000	$ 20,300,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 113,797,550	$ 113,797,550	$ 113,797,550	$ -
SR 297 (Pine Forest Road) (ESC) [SIS project xxxx]	441056-1	SR 173 (Blue Angel Parkway)	SR 10 (Nine Mile Road)	Feasibility Study	PD&E		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ -	$ -	$ -	$ -
US 98 (SRC) [SIS project ID 3427]	220440-1	Bayshore Road	Portside Drive	Widen to 6 Lanes	PE	$ 747,400	$ -	$ 7,126,000		ACNP	$ 747,400	$ -	$ -	$ -	$ -	$ 7,873,400	$ -
					DSB	$ 80,274,732	$ -			ACNP	$ 80,274,732	$ -	$ -	$ -	$ -	$ 80,274,732	$ -
					RRU	$ 8,450,000	$ -			ACNP	$ 8,450,000	$ -	$ -	$ -	$ -	$ 8,450,000	$ -
					ENV	$ 3,188,325	$ 502,376	$ 502,000		ACNP	$ 3,690,701	$ -	$ -	$ -	$ -	$ 4,192,701	$ -
					ROW		$ -					$ -	$ -	$ -	$ -	$ -	$ -
					CST/CEI		$ -					$ -	$ -	$ 164,563,201	$ 164,563,201	$ 164,563,201	$ -
US 98 (SRC) [SIS project ID 3490	220426-3	Portside Drive	Bergren Road	Widen to 6 Lanes	PE	$ -	$ 4,950,000	$ 4,950,000		SU	$ 1,807,561	$ -	$ -	$ -	$ -	$ 9,900,000	$ -
					ROW		$ -					$ 11,000,000	$ -	$ -	$ 11,000,000	$ 11,000,000	$ -
					CST/CEI		$ -					$ -	$ 149,666,450	$ -	$ 149,666,450	$ 149,666,450	$ -
US 98 (SRC) [SIS project ID 3461	220426-4	Bergren Road	Ramble Bay Lane	Widen to 6 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 9,500,000	$ -	$ -	$ 9,500,000	$ 9,500,000	$ -
					CST/CEI		$ -					$ -	$ 117,641,900	$ -	$ 117,641,900	$ 117,641,900	$ -
US 98 (SRC) [SIS project ID 3462	220426-6	Ramble Bay Lane	Ortega Street	Widen to 6 Lanes	PE	$ -	$ -					$ -	$ -	$ -	$ -	$ -	$ -
					ROW		$ -					$ 44,100,000	$ -	$ -	$ 44,100,000	$ 44,100,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 328,717,500	$ 328,717,500	$ 328,717,500	$ -
US 98 (SRC) [SIS project ID 3462	220426-5	Ortega Street	Okaloosa County Line	Widen to 6 Lanes	PE	$ -	$ 3,850,000	$ 3,850,000		SU	$ 3,414,690	$ -	$ -	$ -	$ -	$ 7,700,000	$ -
					ROW		$ -					$ 9,650,000	$ -	$ -	$ 9,650,000	$ 9,650,000	$ -
					CST/CEI		$ -					$ -	$ -	$ 174,965,450	$ 174,965,450	$ 174,965,450	$ -
					Totals	$ 92,660,457	$ 186,433,679	$ 179,889,000	$ 171,844,000		$ 108,556,631	$ 311,538,000	$ 459,508,350	$ 1,305,109,401	$ 2,247,999,751	$ 2,706,982,887	$ -

Color Code:
$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds
$0,000.00 = PD&E
$0,000.00 = Federal Funds Only (from TIP)

					PD&E	$ -	$ -	$ 628,000	$ -		$ -	$ -	$ -	$ -	$ -		$ -
					ROW & CST	$ -	$ 155,042,857	$ 142,514,000	$ 161,367,000		$ 9,867,601	$ 307,738,000	$ 459,508,350	$ 1,260,187,751	$ 2,027,434,101		$ -
					DSB, ENV, Other	$ 91,913,057	$ 3,290,822	$ 10,422,000	$ 1,150,000		$ 92,719,379	$ -	$ -	$ -	$ -		
					subtotal							$ 307,738,000	$ 459,508,350	$ 1,260,187,751	$ 2,027,434,101		
					Local Funds		$ 5,000,000	$ 5,000,000	$ -		$ -	$ -	$ -	$ -	$ -		$ -
					PE Funds	$ 747,400	$ 23,100,000	$ 21,325,000	$ 9,327,000		$ 5,969,651	$ 3,800,000	$ -	$ 44,921,650	$ 48,721,650		$ -

***YOE Inflation Factor (Table 8A, Page C-2, Revenue Forecasting Guidebook)**

-

2026-2030	**1.32**	*SIS Plan First 5 and Second 5 are already YOE, so the YOE Multiplier is not applied*
2031-2035	**1.55**	*SIS Long Range CFP is Present Day so the YOE Multiplier is applied*
2036-2045	**2.05**	*SIS Long Range CFP is Present Day so the YOE Multiplier is applied*

Alabama Project Listing

Project	Project Number	From	To	Improvement	Phase	TIP 2020-2024	TIP 2021-2025	Fed Fund Codes	Fed Fund Amt	2026-2030	2031-2035	2036-2045	Beyond 2045	FY26-45 Totals	FY20-45 Totals
SR180 (Canal Road) (BAL)	100040566 (RW), 100040567 (UT), 100040568 (CST)	SR 59	Foley Beach Express	Capacity	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					ROW	$ -	$ 4,239,193	STPAA	$ 3,391,355	$ -	$ -	$ -	$ -	$ -	$ 4,239,193
					UT	$ -	$ 1,397,148	STPAA	$ 1,117,719	$ -	$ -	$ -	$ -	$ -	$ 1,397,148
					CN	$ -	$ 13,347,495	BPF	$ 10,303,010	$ -	$ -	$ -	$ -	$ -	$ 13,347,495
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
SR180 (Canal Road) (BAL) [04]		SR 180 (Canal Rd.)	SR 161 (Orange Beach Blvd.)	Major Intersection Improvement	PE	$ -	$ -			$ 1,117,995	$ -	$ -	$ -	$ 1,117,995	$ 1,117,995
					ROW	$ -	$ -			$ 1,350,000	$ -	$ -	$ -	$ 1,350,000	$ 1,350,000
					UT	$ -	$ -			$ -	$ 250,000	$ -	$ -	$ 250,000	$ 250,000
					CN	$ -	$ -			$ -	$ -	$ -	$ 6,504,126	$ -	$ -
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
US98 (SR42) (BAL)	100060027 (PE) 100060029 (CST)	Barclay Avenue	AL State Line	Add paved shoulders	PE	$ -	$ 20,000	STPLL	$ 20,000	$ -	$ -	$ -	$ -	$ -	$ 20,000
					CN	$ -	$ 277,930	STPLL	$ 277,930	$ -	$ -	$ -	$ -	$ -	$ 277,930
					Local	$ -	$ 74,483			$ -	$ -	$ -	$ -	$ -	$ 74,483
US98 (SR42) (BAL) [01]	100063635 (PE)	Hillcrest Road	Barclay Avenue	Add paved shoulders	PE	$ -	$ 20,000	STPLL	$ 20,000	$ -	$ -	$ -	$ -	$ -	$ 20,000
					CN	$ -	$ -			$ -	$ 163,529	$ -	$ -	$ 163,529	$ 163,529
					Local	$ -	$ 5,000			$ -	$ 32,706	$ -	$ -	$ 32,706	$ 37,706
US98 (SR42) (BAL) [02]		CR 191	Hillcrest	Add paved shoulders	PE	$ -	$ -			$ -	$ 20,000	$ -	$ -	$ 20,000	$ 20,000
					CN	$ -	$ -			$ -	$ 221,286	$ -	$ -	$ 221,286	$ 221,286
					Local	$ -	$ -			$ -	$ 49,257	$ -	$ -	$ 49,257	$ 49,257
CR99 (BAL)	100063634 (PE) 100063640 (CST)	CR 191	Carrier Drive	Add paved shoulders	PE	$ -	$ 75,000	STPLL	$ 75,000	$ -	$ -	$ -	$ -	$ -	$ 75,000
					CN	$ -	$ 463,273	STPLL	$ 463,273	$ -	$ -	$ -	$ -	$ -	$ 463,273
					Local	$ -	$ 134,568			$ -	$ -	$ -	$ -	$ -	$ 134,568
CR99 (BAL)	100063403 (PE) 100063404 (CST)	Carrier Drive	Spanish Cove Drive	Add paved shoulders	PE	$ 50,000	$ -			$ -	$ -	$ -	$ -	$ -	$ 50,000
					CN	$ 407,970	$ -	STPLL	$ 407,970	$ -	$ -	$ -	$ -	$ -	$ 407,970
					Local	$ 101,993	$ -			$ -	$ -	$ -	$ -	$ -	$ 101,993
CR99 (BAL) [03]	100063403 (PE)	Carrier Drive	Spanish Cove Drive	Add sidewalk	PE	$ -	$ -			$ 20,000	$ -	$ -	$ -	$ 20,000	$ 20,000
					CN	$ -	$ -			$ 123,660	$ -	$ -	$ -	$ 123,660	$ 123,660
					Local	$ -	$ -			$ 49,257	$ -	$ -	$ -	$ 49,257	$ 49,257
Gulf Coast Intracostal Waterway Bridge (over water)	100063605 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CN	$ 42,768,212	$ -			$ -	$ -	$ -	$ -	$ -	$ 42,768,212
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
Gulf Coast Intracostal Waterway Bridge (over land)	100066950 (CST)	SR 180 (Canal Road)	Foley Beach Express	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CN	$ 20,185,172	$ -			$ -	$ -	$ -	$ -	$ -	$ 20,185,172
					Local	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
Wolf Bay Bridge	LOCAL (CST) [City of Orange Beach]	SR 180 (Canal Road)	CR 20	New 2 lane Bridge	PE	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					CN	$ -	$ -			$ -	$ -	$ -	$ -	$ -	$ -
					Local	$ -	$ 64,800,000			$ -	$ -	$ -	$ -	$ -	$ 64,800,000
					Totals	$ 63,513,347	$ 84,854,090		$ 16,076,257	$ 2,660,912	$ 736,778	$ -	$ 6,504,126	$ 3,397,690	$ 151,765,127
					ROW & CST	$ 63,361,354	$ 18,327,891		$ 14,843,538	$ 1,473,660	$ 384,815	$ -	$ 6,504,126	$ 1,858,475	$ 83,547,720
					UT	$ -	$ 1,397,148		$ 1,117,719	$ -	$ 250,000	$ -	$ -	$ 250,000	$ 1,647,148
					Local Funds	$ 101,993	$ 65,014,051		$ -	$ 49,257	$ 81,963	$ -	$ -	$ 131,220	$ 65,247,264
					subtotal	$ 63,463,347	$ 84,739,090		$ 15,961,257	$ 1,522,917	$ 716,778	$ -	$ 6,504,126	$ 2,239,695	$ 150,442,132
					Available Revenue					$ 1,591,370	$ 1,591,370	$ 3,182,740	$ 3,329,240	$ 6,365,480	$ 6,365,480
					Balance					$ 68,453	$ 943,045	$ 4,125,785			
					PE Funds	$ 50,000	$ 115,000	$ -	$ 115,000	$ 1,137,995	$ 20,000	$ -	$ -	$ 1,157,995	$ 1,322,995
					Transit Funds	$ -	$ -			$ 370,403	$ 370,403	$ 740,805	$ -	$ 1,481,610	$ 1,111,208

Color Code:

$0,000.00 = State and Federal Funds
$0,000.00 = PE Funds
$0,000.00 = Local Funds

***YOE Inflation Factor 1% per year for AL**

AL 2045 CFP $ to YOE

Roadway	$	149,455,215
Public Transportation (includes box funds)	$	-
Bike / Ped (includes box funds)	$	2,309,912
Mobility (Complete Streets)	$	-
subtotal AL	$	151,765,127



EMERALD COAST REGIONAL COUNCIL