

UPDATE – September 3, 2010

***2010 Florida-Alabama Transportation Management
Area (TMA) Certification Review Questions***

P:\GROUP-TRANSPORTATION\CERTIFICATION\2010 Certification\2010-FINAL DRAFT-Federal
Certification Review Questions-Responses_09-03-10.doc

Table of Contents

A. RECOMMENDATIONS FROM PREVIOUS REVIEW AND METROPOLITAN PLANNING ORGANIZATION (MPO) RESPONSES.....	3
B. DESCRIPTION OF PLANNING AREA	5
C. MPO BOUNDARIES.....	6
D. ORGANIZATION/STRUCTURE	7
E. AGREEMENTS AND CONTRACTS	8
F. REGIONAL COORDINATION.....	10
G. AIR QUALITY	11
H. LONG-RANGE TRANSPORTATION PLAN (LRTP)	12
I. TRAVEL DEMAND FORECASTING.....	18
J. ENVIRONMENT.....	22
K. TRANSPORTATION IMPROVEMENT PLAN (TIP)	26
L. UNIFIED PLANNING WORK PROGRAM (UPWP).....	29
M. PUBLIC INVOLVEMENT	31
N. TITLE VI AND RELATED NONDISCRIMINATION REQUIREMENTS	38
O. DISADVANTAGED BUSINESS ENTERPRISE (DBE)	44
P. TRANSIT AND TRANSPORTATION DISADVANTAGED.....	46
Q. BICYCLE AND PEDESTRIAN	48
R. CONGESTION MANAGEMENT PROCESS	50
S. LIST OF OBLIGATED PROJECTS	56
T. INTELLIGENT TRANSPORTATION SYSTEM (ITS).....	57
U. FREIGHT PLANNING.....	61
V. SAFETY CONSIDERATIONS IN THE PLANNING PROCESS.....	63
W. SECURITY CONSIDERATIONS IN THE PLANNING PROCESS.....	66
X. DOT/MPO ANNUAL SELF CERTIFICATIONS	68
Y. EMERGING ISSUES/PLANNING CONSIDERATIONS	69
Z. REQUESTED DOCUMENTS AND INFORMATION.....	72

Note: The Certification Review Questions are intended to provide the Federal Review team with an overview of the MPO's transportation planning process. All answers submitted help to provide insight into the MPO's planning activities as well as assist the Federal Review team in tailoring the certification review site visit. These answers also aid in the completion and accuracy of the final certification review report. All detailed responses provided are greatly appreciated.

2010 MPO Certification Review Questions
--

A. Recommendations from Previous Review and Metropolitan Planning Organization (MPO) Responses. Please include the "status" of follow-up actions on corrective action and/or recommendations made during the last Federal TMA Certification Review.

Recommendations:

1. **Transportation Improvement Program** - It is recommended that the TPO should include the project prioritization process and criteria information either in the appendix or the body of the TIP; in order that the public may be able to understand what factors were considered in the ranking process and selection criteria for projects.

The TIP has been changed to include the Project Priorities Document in Appendix C, which includes the project prioritization process, project ranking criteria and project priorities.

2. **Transportation Improvement Program** - The TIP is required to be fiscally constrained by year. Even though the TPO uses the FDOT Work Program, the Federal Team is recommending that the TPO include either a chart or a table of the funding by year - by fund source to help demonstrate annual fiscal constraint. This will allow the reader to see the federal, state, and local dollars programmed by year.

The TIP has been changed to include a table in Appendix D, which shows funding by fiscal year by fund source code.

3. **Transit Development Program (TDP)** – The TPO and ECAT, should during the next update to the TDP, review the transit service linkages, ridership, and routes within the TPO, and explore possible service outside Escambia County.

Development of transit service has been initiated in Santa Rosa County along the US90 Corridor between Milton and Escambia County.

4. **Continuity of Operations Plan (COOP)** - In light of the last two calendar years' hurricanes, it is strongly recommended that the TPO develop a COOP that is independent of the North Florida Regional Planning Council's plan.

The TPO adopted the COOP on September 2009.

5. **Community Profile** – It is recommended that the TPO update and use its community profile to assist in public involvement efforts. A community profile is vital

to allow an adequate assessment of the benefits and burdens generated by transportation plans and projects in low-income and minority communities. This information is essential to a proactive and effective public involvement program.

Census and other data along with local knowledge of neighborhoods are used to identify minority and low-income communities. Information is available from the school districts on their Title I schools to identify schools that have a high percentage of children receiving free and reduced lunches, to assist in the identification of traditionally underserved, i.e. socio-economically challenged areas. School districts also provide an annual reporting of Census type data, such as financial, ethnic background, etc. Some field survey data collection is done to ensure accuracy of low-income and minority communities identified .

Low-income and minority communities are also identified through the Efficient Transportation Decision-Making (ETDM) process within a 1-mile buffer at the project level.

The following provides the status of projects currently in the ETDM system:

- ✓ 9 Cost Feasible Projects
- ✓ 20 Needs Projects

(All Cost Feasible Projects have been through the ETAT review)

The remaining Needs Projects are part of the ETDM process and will be run through the GIS-analysis, but will not be going through the formal ETAT review due to time constraints.

P:\GROUP-TRANSPORTATION\ETDM 08\CurrentProjects\D3 ETDM project status01 25 10.xlsx

Community Profiles will be utilized by Public Involvement Staff to assist in determining appropriate and effective methods of disseminating information and providing means to promote public involvement within specific areas. Community Profiles will better provide Public Involvement Staff with the understanding of which communities in the region will need to have differentiated avenues of public interaction with their TPO. Also, by identifying these populations, which would also be protected under Title VI, and Executive Order 12898, staff will be better equipped to discern projects and the possible disproportionate affects said projects may have on these communities.

6. **Safety Considerations in the Planning Process** - It is recommended that the TPO and its transportation partner's work with FHWA and FTA to further explore the incorporation of safety and security issues into the planning process and make these actions more visible in the LRTP and TIP processes.

The State Strategic Highway Safety Plan has been incorporated into the LRTP. The LRTP identifies funding for Corridor Management Plans (CMPs) to identify cost efficient capacity and safety improvements. The TIP contains safety projects identified in CMPs, Congestion Management Process, and intersection studies and other planning processes as Transportation Systems

Management (TSM) projects. Development of a Safety Data Base is recommended as a project for inclusion in the FY2011/2012 UPWP.

The draft 2035 LRTP Goals and Objectives include the following Objectives to address security concerns:

- 1. Communicate with the seaports, airports and other points of entry to the transportation system to coordinate and, where possible, improve the security measures at these points.**
- 2. 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.**

Corrective Actions:

1. **Long Range Transportation Plan** - The draft submitted for review and the Final LRTP barely met the federal and state requirements for the LRTP. The TPO shall re-write the LRTP to fully meet and comply with all requirements

The TPO shall develop a schedule that not only includes the development process for the LRTP, but one that allows for the timely review of the draft document by the public and reviewing agencies, and the printing of the final Plan within one to two months after it is adopted by the TPO Board.

The LRTP was rewritten to meet federal and state requirements.

2. **Public Involvement Plan and Evaluation Schedule** - The Public Involvement Plan (PIP) stipulates quarterly meetings will be held to assess the effectiveness of the Public Involvement Program strategies and activities. To-date those evaluation meetings have been held on an irregular basis, as well as an irregular collection of information. The quarterly meetings need to be accomplished or the PIP needs to be amended and updated to reflect less frequent assessments.

TPO Staff is producing a "Public Participation Process Quarterly Report" and meeting quarterly to evaluate the effectiveness of efforts to involve the public in the TPO planning process.

Note: As a result of the TPO response in meeting the "Corrective Actions" listed above, FHWA and FTA issued a letter dated October 24, 2007 granting full certification status to the Florida-Alabama TPO.

B. Description of Planning Area

1. Please give a geographic description of your urbanized area (including an electronic file of the map of your area).

As a result of the 2000 Census, the Florida-Alabama Transportation Planning Organization (TPO) became Florida's first multistate metropolitan planning organization and changed its name to reflect this change. The TPO Planning Area covers the southern one-half of Escambia and Santa Rosa Counties in

Florida, and a small portion of Baldwin County, Alabama, including the unincorporated community of Lillian. The TPO encompasses three incorporated communities in Florida, including: Pensacola, Milton and Gulf Breeze. The Planning Area includes three military installations, NAS Whiting Field, NAS Pensacola, and the Technical Training Center at Corry Station.

The TPO has a land area of approximately 763 square miles. The resident population increased from 344,406 in 1990 to an estimated population of 391,956 in 2000. The population of the TPO is forecast to increase from 445,311 in 2006 to 553,847 in 2035.

P:\GROUP-TRANSPORTATION\BOUNDARIES\FL-AL TPO\Florida-Alabama MPA map.pdf

2. Please provide a description of any unique characteristics and demographics that have changed since the last Federal TMA Certification Review. (e.g. Census boundary changes, new population shifts, housing market changes, political changes).

There have been no changes to the Census Boundary or significant population shifts since the 2006 Certification Review. The housing market has seen a significant downturn as a result of the local, state and national economic recession. The only political change is that the City of Pensacola has moved to a strong mayor form of government. This has not affected TPO membership.

C. MPO Boundaries

1. Where multiple Metropolitan Planning Organizations (MPOs) are sharing geographic portions of a TMA, are there agreements in place to address the responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA)?

The 2000 Census officially established that the Fort Walton Beach Urbanized Area had grown significantly into Santa Rosa County, which is part of the Florida-Alabama TPO Planning area. To address the need to more formally coordinate transportation planning between the TPOs, the Florida-Alabama TPO and Okaloosa-Walton TPO established the Northwest Florida Regional TPO. This was done through adoption of an Interlocal Agreement on September 21, 2005.

P:\GROUP-TRANSPORTATION\NWFL REGIONAL TPO\Interlocal Agreement\NWFLRTPO Interlocal Agreement with Amend 1&2 Adopted.pdf

2. Is the MPO considering expanding its planning boundary to incorporate new areas expected to be urbanized in the next 20 years?

Not at this time.

3. If the planning boundary has been adjusted, did it change the representation of the policy board and committees?

There have been no changes to the TPO Planning Boundary since the 2006

Certification Review.

4. If the answer to question #3 is Yes were representatives of major modes of transportation added to the policy board and committees?

NA

5. If an MPA has been adjusted to include Federal lands and/or Indian Tribal lands, are those “newly” affected appropriately involved in the metropolitan planning process? If yes, please describe how.

NA

D. Organization/Structure

1. Describe the organization/structure of the MPO?

The TPO Policy board consists of eighteen (18) voting representatives, who all are elected officials representing general purpose local governments. The TPO is served by three (3) advisory committees, including the 1) Technical Coordinating Committee (TCC), 2) Citizens’ Advisory Committee (CAC), and 3) Bicycle/Pedestrian Advisory Committee (BPAC). For transportation disadvantaged issues, the TPO receives recommendations from the Transportation Disadvantaged Local Coordinating Boards (LCBs) in Escambia and Santa Rosa Counties. The TPO, advisory committees and LCBs are staffed by the West Florida Regional Planning Council (WFRPC) under a Staff Services Agreement.

- Who are the members of the MPO?

The membership of the TPO consists of the following local governments:

- ***Escambia County***
- ***Santa Rosa County***
- ***Baldwin County***
- ***City of Pensacola***
- ***City of Gulf Breeze***
- ***City of Milton***

- Who is represented on the policy board?

The policy board of the TPO consists of eighteen (18) voting representatives apportioned as follows:

- ***Escambia County Commission - 5 representatives***
- ***Santa Rosa County Commission - 5 representatives***
- ***Baldwin County Commission – 1 representative***
- ***City of Pensacola City Council - 5 representatives***
- ***City of Gulf Breeze City Council - 1 representative***
- ***City of Milton City Council - 1 representative***

Non-voting representatives include:

- **Florida Department of Transportation District 3 Secretary**
- **Alabama Department of Transportation Division Engineer.**

- Is the central city represented?

Yes, the City of Pensacola, which is the central city, has five (5) voting representatives on the TPO policy board.

- What are the Area transit agencies?

Escambia County Area Transit (ECAT), administered by Escambia County, provides transit services.

- (Please provide a copy of organization chart and a summary of staff responsibilities)

Attached is the WFRPC Transportation Division Organization Chart with staff responsibilities. (Attachment 1)

2. Are there any implementing agencies or operators of major modes of transportation that are “currently” not members of the MPO? If yes please detail who they are.

No, the operators of major modes of transportation are represented on the TPO policy board, as indicated below:

- ***Escambia County operates ECAT***
- ***The City of Pensacola operates the Port of Pensacola***
- ***The City of Pensacola operates the Pensacola Gulf Coast Regional Airport***
- ***Santa Rosa County operates Peter Prince Airfield***
- ***Baldwin County, AL operates BRATS***

3. Describe the voting structure of the MPO Board and the MPO committees?

Each voting representative on the TPO policy board and each voting representative on the TPO advisory committees have one (1) vote each. The current TPO and advisory committee Membership Rosters are attached. (Attachment 2)

E. Agreements and Contracts

1. List all current agreements, the dates executed, and the dates that the agreements are scheduled to expire. If an agreements expiration date is approaching please provide detail about the anticipated date/process for the update of the agreement.

Current agreements are listed below:

- ***Interlocal Agreement for Creation of TPO***
 - ***Adopted - April 13, 2005***
 - ***Status – Agreement will be updated when TPO Boundaries and Membership are reviewed for changes after 2010 Census Data are available***
- ***Florida Transportation Planning Fund Agreement***

- *Adopted – April 14, 2010*
- *Status – Agreement is up to date*
- *Intergovernmental Coordination and Review and Public Transportation Coordination Agreement*
 - *Adopted - August 11, 2004*
 - *Status – Update is under review and anticipated to be adopted by August 2010*
- *Staff Services Agreement*
 - *Adopted - August 30, 1977*
 - *Status – No update planned*
- *Legal Services Agreement*
 - *Adopted - June 3, 2004*
 - *Status – No update planned*
- *Interlocal Agreement for Creation of Northwest Florida Regional TPO*
 - *Adopted - September 21, 2005*
 - *Status – May need to be updated when Florida-Alabama TPO and Okaloosa-Walton TPO Boundaries and Membership are reviewed for change and after 2010 Census Data are available*
- *Baldwin County/Alabama DOT Planning Agreement*
 - *Adopted - April 6, 2005*
 - *Status - Agreement will be updated when TPO Boundaries and Membership are reviewed for changes after 2010 Census Data are available*
- *Federal Transit Administration Section 5303 Agreement*
 - *Adopted - August 3, 2009*
 - *Status – Federal Appropriation for FY 10 received May 13, 2010. Application will be submitted as soon as possible.*

2. Is there a need to update existing agreements to more closely conform to regulatory requirements or to represent the planning process in practice more accurately? If yes please explain.

An update of the Intergovernmental Coordination and Review and Public Transportation Coordination Agreement is under review and is anticipated to be adopted by August 2010. The agreement is being updated because it is five (5) years old.

3. Provide a current copy of the MPO's staffing agreement and a brief description of the compensation process.(i.e. M/TPO Director resignation or termination terms)

The WFRPC/TPO Staff Services Agreement is attached. (Attachment 3) Compensation Process – As specified in the WFRPC Employee Handbook, employees fall into two classifications under the Fair Labor Standards Act (FLSA):

- ***Non-Exempt Employees – Non-exempt employees are employees who, because of the type of duties performed, the usual level of decision making authority, and the method of compensation, are subject to all FLSA provisions including the payment of overtime. Non-exempt employees are normally required to account for hours and fractional hours worked.***
- ***Exempt Employees – The FLSA defines exempt employees as employees who work in bona fide executive, administrative, professional, and other FLSA specified capacities and who are paid a salary at level as specified in the FLSA for performing the whole job—not for actual hours worked—or no matter whether the employee works less than or more than 40 hours during a work week. Exempt employees do not normally track hours worked and also do not earn or receive overtime compensation or compensatory time and are “exempt” from many of the provisions of the FLSA.***

The WFRPC employee serving as the TPO Staff Director is classified as an Exempt Employee. The WFRPC employee serving as the TPO Staff Director is subject to the same resignation or termination terms as other WFRPC employees, as specified in the attached Chapter 8: Human Resources Processes of the WFRPC Employee Handbook. (Attachment 4)

P:\GROUP-WFRPC\Human Resources\Handbook Nov 2009

F. Regional Coordination

1. Describe the process by which the MPO coordinates regionally with adjacent MPOs. Is this a formalized process?

The Florida-Alabama TPO and Okaloosa-Walton TPO have formally established a process to coordinate planning through an Interlocal Agreement creating the Northwest Florida Regional TPO (RTPO). The RTPO consists of eight (8) voting representatives from each TPO that meet quarterly to discuss regional issues. Annually the RTPO adopts Regional Network Project Priorities for recommendation to the individual TPOs for approval. The RTPO also serves as the regional agency to accept Transportation Regional Incentive Program (TRIP) applications and adopts TRIP Priorities that are forwarded to FDOT.

2. What are the MPO's major regional projects?

- ***SR281 (Avalon Blvd) Four-Lane, I-10 to US90***
- ***US90A (Nine Mile Rd) Four-Lane, Pine Forest Rd to US29***
- ***SR742 (Burgess Rd) Four-Lane and Realign, I-110 to US29***
- ***Pinestead-Longleaf Connector, US29 to Pine Forest Rd***
- ***US90 Four-Lane, Airport Rd to SR87 South***
- ***SR87 Four-Lane, Five Forks Rd to Eglin Boundary***
- ***SR87 Four-Lane, US90 @ SR87 South to Alabama State Line***
- ***Eglin Bypass, SR87 (Santa Rosa County) to US331 (Okaloosa County)***
- ***Beltway Corridor, US90 (Escambia County) to SR87 South (Santa Rosa County)***

- **US29 Six-Lane, I-10 to Ten Mile Rd**
- **I-10 Six-Lane, Davis Hwy to Avalon Blvd**
- **New Pensacola Bay Bridge (Bridge replacement and future capacity)**
- **I-65 Connector - Current effort has been to improve existing north/south routes (SR87, US29 and SR113 (Alabama))**
- **SR173 (Blue Angel Parkway) Four-Lane, Sorrento Rd to US98**
- **SR292 (Perdido Key Dr / Sorrento Rd) Four-Lane, Alabama Line to Blue Angel Parkway**

3. Are all plans and programs developed by a single MPO consistent with plans of other MPOs in the area?

Yes, the WFRPC, as staff to the Florida-Alabama TPO and Okaloosa-Walton TPO, ensures that all plans and programs are coordinated between the two TPOs. The Northwest Florida RTPO provides a forum for discussion on regional issues and agreement on Regional Network Project Priorities.

G. Air Quality

1. What agency is designated for air-quality planning under Section 174 of the Clean Air Act (CAA)?

The Florida Department of Environmental Protection (FDEP) is the agency designated for air- quality planning under Section 174 of the CAA.

- If this agency is not the MPO, what agreements exist between the MPO and the designated air-quality-planning agency describing their respective roles and responsibilities?

The TPO has drafted the Interagency Florida-Alabama Consultation Committee (IAC) Conformity Plan, describing the roles and responsibilities of all members, including the TPO and FDEP. The draft document will be sent to the IAC in May, 2010 for review and comment.

2. How are the public, local transit operators, and air-quality agencies involved in the prioritization and selection of possible CMAQ program-funded projects? (non-attainment)

Procedures for including the public and other stakeholders (local public transit operators) in the transportation conformity process are included in the draft conformity plan for the Florida- Alabama TPO. The TPO has not been designated non-attainment. Therefore, there has been no prioritization and selection of possible CMAQ program-funded projects.

3. What activities/efforts are underway that involve the MPO related to air quality?

The TPO Staff schedules quarterly meetings of the IAC to discuss current issues regarding air quality. Staff also prepares and distributes quarterly reports of ground level ozone levels in the three TPO areas and serves as the primary contact for the TPO on air quality issues.

4. Has the MPO convened a peer review or other independent assessment of its travel forecasting methods? If so, provide the following information:

The TPO has not convened a peer review or other independent assessment of its travel forecasting methods. The need for a peer review of travel forecasting methods is included in the draft conformity plan.

- ❖ The date of the most recent peer review ***NA at this time***
- ❖ The stated purpose of the peer review ***NA at this time***
- ❖ A list of participants ***NA at this time***
- ❖ Recommendations arising from the peer review ***NA at this time***

H. Long-Range Transportation Plan (LRTP)

1. Provide documentation, which demonstrates how each of the SAFETEA-LU factors are considered in the planning process? (i.e matrix)

There is a matrix (attached) in the TPO Long Range Transportation Plan that demonstrates how the SAFETEA-LU factors are addressed in the Goals and Objectives of the Plan. (Attachment 5)

2. How does the MPO consider local land use decisions in coordinating transportation and land use planning? Please detail any current and past efforts.

A land use subcommittee of local planners reviews the land use data for input into the transportation model. Many of these planners serve on the Technical Coordinating Committee and provide consistent input. The subcommittee reviews model outputs and provides recommended adjustments to the model to more accurately reflect local land use regulations and policies. The Transportation Land Use Model that the TPO utilizes during the Long Range Transportation Plan update is the Urban Land Use Allocation Model. Past efforts (Plan adopted in 2005; amended in 2007) included many land use subcommittee meetings that resulted in a compact development alternative which projected growth to different growth centers in the region. Current efforts on the Plan update to be adopted in 2010, include local land use decisions such as Developments of Regional Impacts, the Escambia County Sector Plan, and the Maritime Park Development were accounted for by the Land Use Subcommittee when developing the Urban Land Use Allocation model for the Florida-Alabama TPO. The growth is based upon a historical trend analysis projected into the future.

3. How are State programs, policies, and processes (such as the SIS, FIHS, other modal/master plans) integrated into the LRTP and TIP development process?

The State Transportation Plan, Airport Master Plan, Port Master Plan are reviewed in developing the Goals and Objectives and Land Use Data for the Long Range Transportation Plan. The Port and Airport are members of the Technical Coordinating Committee. The SIS projects are included in the Needs

and Cost Feasible Plans for the Long Range Transportation Plan. The five year projects of the Port and Airport as well as the SIS projects that are financially feasible are included in the Transportation Improvement Program.

4. During the last update of the Transportation Plan, how were the planning assumptions validated?

Population density maps, minority population maps, and poverty level maps were included in the first chapter of the L RTP report to illustrate where growth occurred and is expected to occur as well where the low income and minority population areas for community impact assessment. In the 2025 Plan, detailed review of the model results indicated a good validation to base year conditions. Volume-to-count ratios based on VMT and VHT ran at 1.00 and 1.01, respectively. The overall ratio of assigned volumes to highway counts was 1.02. Out of 14 screenlines, 13 achieved an appropriate level of accuracy, while the only screenline out of range validated very close to accuracy standards. In the 2035, Plan the model indicated a good validation throughout the region since it is based on the Northwest Florida Regional Model. A table for the Florida – Alabama portion is listed below including VMT, VHT, and V/C ratio.

Table 7.2 Florida Alabama TPO Sub-Area Assignment Statistics

			Vehicle Miles Traveled		Vehicle Hours Traveled		Volumes Over Counts	
			Links w/ Counts % Diff. (+/- 15%)		Links w/ Counts % Diff. (+/- 15%)		Links w/ Counts % Diff. (+/- 15%)	
			2002	NWFRPM - 2006	2002	NWFRPM - 2006	2002	NWFRPM - 2006
			FATPO	FATPO Only	FATPO	FATPO Only	FATPO	FATPO Only
Facility Type	12	Other FRWY	1.02	1.11	1.02	1.12	0.99	1.02
	16	Expressways	1.32	1.14	1.32	1.14	1.33	1.16
		Total FRWY	1.02	1.11	1.03	1.12	1.01	1.03
	21	Div. Art. 55mph	1.28	1.12	1.26	1.13	1.27	1.13
	22	Div. Art. 45mph	1.01	1.02	1.01	1.03	1.03	0.99
	23	Div. Arterial I	0.93	1.03	0.96	1.04	1.03	1.05
	24	Div. Arterial Ib	1.07	1.03	1.08	1.04	1.09	1.03
	25	Div. Arterial II/III	1.06	0.91	1.09	0.92	1.04	0.93
		Total Div. Arterial	1.02	1.04	1.02	1.05	1.05	1.04
	31	Und Art T/B 45mph	0.98	1.00	0.97	1.00	0.92	0.94
	32	Und Art T/B I	0.99	0.96	1.00	0.95	1.05	0.93
	33	Und Art T/B Ib	0.97	0.91	0.96	0.93	1.07	0.95
	34	Und Art T/B II/III	0.85	0.91	0.86	0.92	0.85	0.91
	35	Und Art NTB 45mph	1.16	1.28	1.14	1.27	1.06	1.16
	36	Und Art NTB I	0.87	0.88	0.87	0.93	0.88	0.83
	37	Und NTB II	1.04	1.32	1.05	1.35	1.00	0.98
		Total Und Art	1.02	1.08	1.01	1.09	0.98	0.95
	41	Major Loc Div	1.47	2.21	1.47	2.21	1.41	1.93
	42	Major Loc T/B	0.79	0.91	0.80	0.91	0.79	0.90
	43	Major Loc NTB	0.96	0.97	1.02	0.98	1.03	0.97

45		n/a	1.11	n/a	1.11	n/a	1.11
46	Other Loc NTB	0.68	0.84	0.72	0.84	0.84	0.82
47	Local Collect	0.84	0.91	0.85	0.86	0.90	0.89
48	Local Collect	n/a	0.45	n/a	0.45	n/a	0.50
	Total Collector	0.89	0.95	0.95	0.94	0.99	0.96
62	One-Way IA	1.22	0.92	1.23	0.93	1.30	0.95
63	One-Way IB	0.96	0.88	0.94	0.89	0.97	0.91
67	Frontage Road	0.65	1.02	0.65	1.02	1.04	1.02
	Total One-Way	1.05	0.90	1.02	0.91	1.08	0.93
71	Freeway Ramp	n/a	0.71	n/a	0.71	n/a	0.71
	Total ramps	n/a	0.71	n/a	0.71	n/a	0.71
94	Divided Art. Toll Facility	0.81	1.18	0.81	1.18	0.81	1.16
95	Undiv. Art. Toll Facility	0.95	n/a	0.95	n/a	0.95	n/a
	Total	0.84	1.18	0.84	1.18	0.84	1.16
Area Type							
12	CBD	0.86	0.76	0.86	0.76	0.86	0.77
13	Other Urban CBD/Downtowns	0.95	0.87	0.95	0.90	0.90	0.77
14	Non Urban Small Downtowns	n/a	n/a	n/a	n/a	n/a	n/a
	Total CBD	0.89	0.78	0.89	0.79	0.87	0.77
21	CBD Fringe	0.86	0.83	0.85	0.86	0.88	0.91
	Total CBD Fringe	0.86	0.83	0.85	0.86	0.88	0.91
31	Residential	0.99	0.98	0.99	0.98	1.04	0.99
32	Undeveloped Residential	0.99	1.17	0.98	1.16	0.96	1.09
33	Transitioning Residential	1.06	1.05	1.07	1.09	1.00	1.07
34	Beach Residential	n/a	n/a	n/a	n/a	n/a	n/a
	Total Residential	1.00	1.05	1.00	1.06	1.03	1.01
41	OBD	0.96	0.87	0.99	0.88	1.02	0.91

42	Other OBD	0.98	1.02	1.00	1.05	1.07	1.07
43	Beach OBD	n/a	n/a	n/a	n/a	n/a	n/a
	Total OBD	0.98	1.00	1.00	1.01	1.06	1.03
51	Rural	0.95	1.23	0.95	1.26	0.96	1.17
52	Rural Undeveloped	1.14	1.24	1.13	1.25	1.19	1.32
	Total Rural	1.13	1.24	1.12	1.25	1.16	1.29
Number	1	0.94	1.03	0.96	1.03	0.94	0.95
Lanes	2	1.03	1.07	1.03	1.07	1.06	1.03
	3	0.98	1.03	0.99	1.05	1.02	1.05
Total		1.00	1.06	1.00	1.06	1.02	1.01
Root Mean Square Error							
				NWERPM - 2006		2002	
Count Range	Accuracy Range	Fatpo Only- Run # 8	Fatpo Only-Run # 9	Fatpo Only- Run # 10	Fatpo Only-Run # 11	Fatpo Only- Run # 12	FATPO
1-5,000	45-55	59.93	60.2	58.19	59	58.35	72.20%
5,000-10,000	35-45	32.72	33.5	33.15	33.03	31.91	39.76%
10,000-20,000	27-35	25.05	26.07	27.96	26.07	25.7	24.43%
20,000-30,000	24-27	16.5	16.71	16.91	18.2	17.67	13.40%
30,000-40,000	22-24	5.89	6.33	8.73	12.01	12.17	12.62%
40,000-50,000	20-22						0.00%
Average Total	32-39	31.26	32.16	33.33	32.85	32.12	34.22%

5. What financial assumptions are being used in the development of the Transportation Plan? (Discussion should include anticipated bond revenue, future tax referendums, anticipated/current sales-tax referendums, as well as assumptions based on failed attempts to generate revenue)

Each of these revenue sources are discussed in the Financial Resources report which is attached. (Attachment 6)

6. How are cost estimates developed?

Cost Estimates for the LRTP are furnished by the FDOT District III Urban Office. For the update that is underway, we approached the local governments for their local costs as well.

Year of expenditure estimates of State and Federal funds for transportation are provided by the FDOT District 3 and Central Office for use in the update of the Long Range Transportation Plan. Year of expenditure projections for alternative sources of local revenue are also included in the update.

Existing sources of local revenue are primarily dedicated to improve local infrastructure and are not available, at this time, to funds needs projects identified in the long range transportation plan. Local governments have dedicated revenues from sales tax and impact fees to study transportation improvements on primarily local road networks, but some corridor studies and preliminary design and environmental studies have been complete or are on-going on state roads within the local jurisdictions.

For example, local governments have adopted proportionate fair share ordinances with the original goal of collecting revenue, donations of right of way or benefiting from developer funded construction of transportation improvements needed for a particular development to meet transportation concurrency. Any revenue collected can only be used to fund improvements to the transportation facility that serves the new development and has not proved to be a sufficient source of local revenue to fund transportation needs identified in the long range transportation plan.

Other sources of revenue collected by the local governments include impact fees for transportation, local option sales tax and tax increment financing.

- Do they include operating and maintenance costs for transit and local facilities or operating costs for state highways?

Yes, the FDOT appendix for Operations and Maintenance is included in the appendix of the LRTP Report to illustrate that Operating and Maintenance costs are covered. Also, please see page 5-24 of the LRTP Report. No transit facilities were included in the LRTP.

In the 2035 LRTP, Operations and Maintenance of Transit is covered in the year of expenditure format of the 2035 draft Cost Feasible Plan. Unit costs were obtained from each of the local governments and FDOT District III for the 2035 Long Range Transportation Plan Update. FDOT and TPO Staff agreed that one unit cost was the most practical for the 2035 Long Range Transportation Plan Update. Thus, the FDOT District III unit costs were used to cost out the 2035 Long Range Transportation Plan improvements. Therefore, Local Operations and Maintenance Costs are not addressed in the 2035 Long Range Transportation Plan.

7. When amending the Transportation Plan, how is fiscal constraint ensured and demonstrated?

Available revenue is compared to the costs of the projects to ensure a financially constrained plan. The LRTP has not been amended since the Year of Expenditure requirement became a requirement. The current LRTP was amended on August 21, 2007.

8. What is the process for revising the MPO's LRTP?

Chapter 9 in the final LRTP report illustrates the process of amending the LRTP and is attached. (Attachment 7)

9. What, if any, potential public-private partnership projects currently exist in the MPO's area or are being considered for the future?

None, especially since the TRIP program has been depleted. With the limited state dollars to fund transportation improvements, public-private partnerships are becoming increasingly popular. No public private partnerships were considered in the revenue document for the long range plan, but the option of developing such partnerships was examined, along with alternative sources of revenue, in the document.

10. If the metropolitan planning area includes Federal public lands and/or Tribal lands, were the affected Federal agencies and Indian Tribes involved appropriately in the development of the plans and programs?

Yes, through the ETDM process.

11. What is the role of the transit operator in the development of the LRTP and how is it involved in the MPO's overall planning and project development process?

Escambia County Area Transit is a member of the Technical Coordinating Committee. Park and Ride Lots and Potential Transit Corridors were identified in the Needs Plan. A set aside for public transportation is included in the Cost Feasible Plan and operator of the Escambia County Transit Area Transit uses these funds for operating improvements. The Baldwin County, AL Planning Director is a member of the Technical Coordinating Committee. BRATS has not been added as a member of the TCC but will be.

12. How does the plan identify both long-and short-range strategies and actions that will lead to the development of a multimodal transportation system?

Short range strategies include funding for Corridor Management Plans to identify short and quick fixes and can include sidewalks and bicycle lanes/paved shoulders. Set aside funds for Bicycle/Pedestrian and Public Transportation are high priorities of the TPO so funding is now usually available annually for these modes which illustrate a multi-modal transportation plan.

13. Describe how the MPO uses "staging strategies" to develop large scale transportation projects?

The TPO sets priorities on its adopted Long Range Transportation Plan Cost Feasible Plan Projects. The higher the priority, the sooner the project will be completed. The lower priority projects are assumed to be completed towards the end of Long Range Transportation Plan horizon year. The 2035 Cost Feasible Plan will be staged. Staff has discussed with funding agencies the phasing of projects in the 2035 LRTP Update. The process will take the cost-feasible projects when adopted; prioritize the projects; identify applicable funding sources; match to the phase and "program". The process will actually be similar to building the STIP, except the horizon year is 2035.

14. How are the "benefits and burdens" across all socioeconomic groups identified and measure in the examined in the modeling and planning of the LRTP?

Social and Cultural effects are part of the ETDM process. Ms. Rhonda Grice in the TPO office is responsible for this section of ETDM. Community Impact Assessment is a task in the 2035 Long Range Transportation Plan for the consultant to undertake. A GIS overlay of the Cost Feasible Plan projects with census data for socio-economic data will be examined to determine which projects may affect the low-income or minority populations in the area. Presentation will be made to places in these communities to explain the Long Range Transportation Plan process and projects and to solicit input.

15. Describe how the validity of the original assumptions used in the LRTP are reviewed for any updates to the LRTP?

The planning assumptions from the previous plan for population are reviewed by the Land Use Subcommittee when developing a Long Range Transportation Plan update. Where is growth occurring, where is growth expected and are revised accordingly for the new Long Range Transportation Plan Update. In addition, the social cultural effects planner uses the low income and minority population maps for Community Impact Assessment and documents it in the ETDM process. In addition through the Technical Coordinating Committee, the military and colleges are represented to review any changes that expected for personnel and enrollment in the future.

16. Does the LRTP contain performance measures? If yes please describe.

Performance measures were discussed with the LRTP consultant but currently the Transportation Model does not provide desire output for Performance Measures other than system wide Vehicle Miles of Travel and Vehicle Hours of Travel. The MPOAC is currently working with the Florida Department of Transportation to incorporate Performance Measures in the Travel Demand Modeling Process.

- Is there a process to measure the effectiveness of the Transportation Plan?

Not formally. However, the effectiveness of the Transportation Plan would be the number of projects that get completed. The Transportation Director is preparing a map to illustrate an historical list of projects that have been completed in the past 20 years.

17. Does the metropolitan transportation planning process include the preparation of technical and other reports used to ensure documentation of the development, refinement, and update of the Transportation Plan?

Yes, several Technical Reports are prepared for the various tasks identified in the Long Range Transportation Plan. A Final Report is written to summarize the Long Range Transportation Plan process and requirements.

18. Are there any comparisons of Transportation Plans with State conservation plans or maps and inventories of natural or historic resources? If so please describe the process for the review of these plans?

Conservation areas and inventories of natural or historic resources are identified through the ETDM process. However, at this time comparisons of the Plan and the identified areas and inventories has not taken place. Plan update documents will be provided to the resource agencies.

19. Does the plan have a regional coordination element? If so, does the plan take into account regional/state priorities?

Yes, Section 1.4.4 of the LRTP Report is entitled Regional Coordination. Regional facilities are addressed in the Evaluation Criteria which are attached. (Attachment 8)

20. How does the plan give emphasis to facilities serving important national and regional transportation functions?

Through the attached Evaluation Criteria.

I. Travel Demand Forecasting

1. Who is responsible for travel forecasting at the MPO? If another governmental agency provides required modeling expertise please detail whether or not there is a formal memorandum of agreement between the agencies to delineate technical responsibilities, lines of communication and nature of review.

TPO staff member Gary Kramer is responsible for travel forecasting for the Long Range Transportation Plan. A consultant is hired to code the model for the Needs and Cost Feasible Plans and FDOT is responsible for Model Validation.

2. Provide a layman's (plain language) description of models used (e.g., gravity vs. destination choice) and interactions between models, specification of key model coefficients, calibration results (e.g., goodness-of-fit measures).

The four step transportation highway only model is the transportation model that is utilized by the Florida-Alabama TPO. The model is validated based on parameters set forth by the Florida Model Task Force and several iterations and model runs are completed to get the model to perform within the selected

parameters. Several conference calls occur between the consultant, FDOT, and TPO staff to review this information and generally two face to face meetings occur. FDOT conducts special traffic counts for the base year of the Long Range Transportation Plan. When each of the West Florida Regional Planning Council's Transportation Planning Organizations (Florida-Alabama, Okaloosa-Walton, and Bay County) cost feasible plans are completed, the interaction and traffic impacts can be illustrated across TPO's in the regional model. Each of these TPO's uses the Urban Land Use Allocation model to project its land use into the future (2035 horizon year).

3. How was the model calibrated and set (e.g., local home interview survey, national surveys [NHTS, CTPP], models "borrowed" from another urban area)? How current is the data source?

The Tallahassee Urban Travel Characteristics Evaluation Study (TTCES) that formed the basis of the model parameters used in the 1992 and 1997 PUATS model validation was originally conducted in 1988. Given the changes in population size and development patterns, which have occurred in the past decade, certain model trip generation parameters previously applied from the TTCES were revised during this validation update with parameters recently developed for the North-East Florida Regional Planning Model (NERPM). More recent trip generation rates, developed for the 1998 NERPM validation have been incorporated into the 2002 PUATS validation because they reflect recent changes in urban travel characteristics and because of the similarities between Jacksonville and Pensacola relating to the presence of US Military bases, the presence of State Universities and community colleges, and the numerous water crossings in the transportation network.

4. If a local home-interview survey was used to calibrate the model, when was it conducted (please provide date), and how many valid household records were collected?

A National Household Travel Survey was completed by FDOT in 2009. The number of useable surveys collected in the Florida – Alabama TPO area was 469. This information should be used in the next go around of the LRTPs which will be due in 2015. Most of the data for the 2025 LRTP was borrowed from the Jacksonville area. The 2002 Origin and Destin Survey was utilized, but additional transportation surveys are needed and FDOT is encouraged to use updated surveys during the next Long Range Transportation Plan update since they are now responsible for model validation since we have gone to a Regional Transportation Model.

5. If contractors perform all travel model development:
 - Who, if anyone, on the MPO staff is responsible for evaluating the technical work of the contractor?

TPO staff member Gary Kramer is responsible for evaluating the technical work of the consultant.

- If in-house staff actively participates in model development and application, what formal training has the MPO technical staff received in travel demand forecasting?

Since 1993, TPO staff member Gary Kramer has attended numerous statewide training sessions for the Florida Standard Urban Transportation Model Structure (FSUTMS) and is active participant in the State of Florida Model Task Force which he chairs the Data Committee.

- Does the MPO technical staff require training in specific technical areas?

Yes, technical training for the transportation model is imperative to understand and review the Transportation Model Networks for the Base Year, Needs, and Cost Feasible Plans. Besides training, this information is learned through experience and becoming familiar with the Transportation Model.

6. Describe the travel demand forecast model used by the MPO in the transportation planning process.

The TPO uses the standard 4 step transportation model for Travel Demand Forecasting and is currently a highway only transportation model. The 4 steps are (Trip Generation, Trip Assignment, Mode Split, and Trip Distribution). Unlike the areas of south Florida, our transportation model is not a life-style model.

7. How does the MPO engage their board and committees in the development, review and oversight of the forecasting process?

A land use subcommittee of the Technical Coordinating Committee reviews the Base Year data and the Transportation Land Use Data that is used as the input data for the future years in the Transportation Model. Ultimately, the TPO Board approves the findings of the Land Use Committee for the future year data and it is also presented to the advisory committees. The CAC and the BPAC are advised of the forecasting process but due to the extremely technical information involved the primary input is from the TCC. CAC and BPAC members are more involved in the policy aspects of the plan. The summary of three Land Use Subcommittee meetings that occurred during the 2035 Florida – Alabama Long Range Transportation Plan Update are attached. (Attachment 9)

8. Has the MPO been a defendant in, or been threatened with, legal action in which the adequacy of its travel forecasting methods was challenged? If yes, what was the outcome of this action?

No. The State of Florida has agreed upon standard structure for the Transportation Forecasting Models that are used by the TPOs. This has probably helped deter any challenges.

9. Does the MPO's technical committee review planning assumptions and forecasting methods?

The Technical Committee does not review the planning assumptions. The Land Use Subcommittee, of the Technical Committee, reviews the social-economic data which is the input data for the Travel Demand Forecasting Model. The full Technical Committee reviews the final social-economic data.

10. When (please provide date) was the current set of travel models last revised (e.g., new variables, new model algorithms, recalibrated using new data)?

The model is validated and calibrated every update. The most recent survey data that was completed in the Florida-Alabama area was an Origin and Destination Study that FDOT managed in the 2002.

11. How many links are in the model highway network?

2,985 in the 2025 Cost Feasible Plan Network, and 2,824 in the 2004 Base Year Network.

12. Has a compatible transit network been developed?

No, the transportation model is currently a highway only model.

13. What highway functional classes are included as network links?

Network links are coded using facility types not functional classes in the transportation model. The facility types are:

FACILITY TYPE 1 - FREEWAYS

FACILITY TYPE 2 - EXPRESSWAYS AND DIVIDED ARTERIALS

FACILITY TYPE 3 - UNDIVIDED ARTERIALS

FACILITY TYPE 4 - COLLECTORS

FACILITY TYPE 5 - LOCALS (CENTROID CONNECTORS) - NOT INCLUDED

FACILITY TYPE 6 - ONE WAYS

FACILITY TYPE 8 - HOV LINKS

FACILITY TYPE 9 - TOLL RAMPS

14. How many transportation analysis zones (TAZs) are included in the model?

336 in Escambia County

105 in Santa Rosa County

3 in Lillian Alabama

444 total for the 2025 network

15. How is non-home-based travel (e.g., freight, commercial services, through traffic, tourists) modeled?

Non- home based trips are one of the trip purposes in the transportation

model. External-External (EE) trips are input to the transportation model. This data is generally collected through an Origin-Destination Study. EE trips are considered through trips. Since the 2025 Transportation Model was a peak season model, tourists were considered.

J. Environment

1. From the public involvement processes used in your LRTP and TIPs, how are public comments tracked and carried forward into PD&E for each project?

Public Comments are collected through out various activities. All pertinent comments are entered into the ETDM Tool for documentation for a project to proceed to the PD&E phase. When a project moves from the planning screen to the programming screen the comments entered previously remain for consideration as the project goes from PD&E through construction. All comments are documented in the Public Involvement Quarterly Report that is available for public viewing. Attempts are made to ensure that specific comments, concerns and questions about certain projects are forwarded to the appropriate parties.

2. Does the LRTP provide specific project-level information from the planning process, such as clear project descriptions, purpose and need statements for each project, anticipated project milestones for each phase, and funding source information?

Yes. The funding sources are identified in the Financial Resources Document. The FDOT work program is reviewed to determine which phase a project has funding identified. The cost of the Needs and Cost Feasible Plan projects are identified by phases. Full project descriptions as well as purpose and needs statements are completed for each roadway capacity project in the adopted Needs Plan and a summary report is forwarded to the Long Range Transportation Plan Project Manager by the TPO's GIS/ETDM Coordinator.

3. To what extent does the MPO participate in defining a project's Purpose and Need that is used to determine the range of reasonable alternatives to be considered in the environmental process?

MPO Staff is the primary developer of each project's Purpose and Need Statement. This statement is then incorporated in the Efficient Transportation Decision Making (ETDM) system, which is used to identity potential issues with a project and to evaluate alternatives.

4. How is the MPO involved in the designation and planning of SIS facilities, and FIHS Corridor and Action Plans?

The TPO sets priorities on the SIS Cost Feasible Projects. If a project is suggested to be removed or added to the SIS, the TPO reviews and approves or denies this request. The TPO Staff attends the meetings as an active participant in the development of Corridor and Actions Plans.

5. To what extent does your MPO use Context Sensitive Solutions in the transportation planning process? Please provide examples of projects/plans where a direct consideration for “context sensitive solutions” was used.

CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.

The Florida-Alabama TPO relies heavily on the State’s ETDM transportation planning process to accomplish early and continuous agency participation, efficient environmental review, and meaningful dispute resolution. Through the ETDM process, agency interaction and mutual problem solving occur throughout the lifecycle of a project to ensure that transportation decisions are balanced with effects on natural, cultural and community resources; land use decisions; and other agency goals or objectives. The ETDM process brings agency and community interaction forward into the early stages of transportation planning, as all individual and agency stakeholders have the opportunity to submit comments into the ETDM system at any time during a project’s lifespan.

Potential dispute issues may be identified through agency reviews or through the public involvement process and can require resolution prior to the project being advanced into the design or construction phases. For example, a current project proposal to expand the existing SR 292 (Perdido Key Drive) is currently undergoing dispute resolution due to environmental issues raised as part of the ETDM screening reviews. The FHWA, DOT, project consultant and Escambia County are working with disputing agencies to discuss potential solutions to resolve the disputes.

The TPO used a Visual Choice Assessment Survey during the 2025 LRTP process to determine which transportation choices the public preferred and is described in Section 3.8 of LRTP Report and the survey is included in Appendix B. The establishment of a Focus Group of Business and Community Leaders was formulated to provide additional input on the Goals and Objectives, the Needs Plan, and Cost Feasible Plan.

6. Does your LRTP currently incorporate a Vision component, as well as environmental mitigation strategies from a system-wide perspective?

Yes, a Vision Statement is included in the Long Range Transportation Plan. In the 2035 LRTP Update a visioning exercise conducted with the Focus Group will serve as the basis for the Vision Component that will be included in the Plan. Environmental Strategies are included in the Goals and Objectives as included below.

Goal D: Promote a sustainable, integrated transportation infrastructure system that is environmentally-friendly.

Objective D.1: Promote alternative forms of transportation by investing in infrastructure for bicycle, pedestrian, and transit facilities.

Objective D.2: Reduce the number of vehicle miles traveled by supporting local government land use decisions that encourage a denser built environment.

Objective D.3: Encourage the use of technology that will increase the functionality of the existing transportation system.

Objective D.4: Minimize disrupting the natural environment during the construction process.

Objective D.5: Give priority to transportation improvements that reduce energy consumption and air pollution.

Objective D.6: Involve environmental regulatory agencies and citizens groups interested in environmental issues early in the planning process.

Objective D.7: Encourage developers in the local government site plan review process to include provisions for multiple forms of transportation such as compact car, motorcycle, golf cart, bicycle racks, High Occupancy Vehicle (HOV), designated park and ride lots, designated carpool, and bus in addition to the traditional automobile.

Objective D.8: Ensure consistency with the Regional Policy Plan developed by the West Florida Regional Planning Council.

7. How has the process for estimating potential environmental mitigation activities built upon the existing consultation process?

The Efficient Transportation Decision Making (ETDM) system being utilized by the State of Florida was built upon an existing network of communication between review agencies and it provides a common platform to disseminate project information and collect review agency comments in a timely manner.

8. What outreach activities have been used to consult with Federal, State, Tribal, and local agencies?

ETDM gives Federal, State, Tribal and local agencies the chance to review and comment on projects through the ETAT review process. Staff is under the impression that the review agencies have agreements that require them to include a member on the ETAT.

9. What opportunities were provided for participation and consultation by State, Tribal, and local agencies responsible for land-use management, natural resources, environmental protection, conservation, and historic preservation appropriate?

ETDM gives Federal, State, Tribal and local agencies the chance to review and comment on projects through the ETAT review process. Staff is under the impression that the review agencies have agreements that require them to include a member on the ETAT.

Representatives from the Florida Department of Environmental Protection Air Quality and Wetland Resource Management Offices are members of the Technical Coordinating Committee.

Contact will be made with the Tribal organizations in the urbanized area. A list of resource agency contacts has been received from FDOT and staff will provide planning documents to them on a routine basis.

10. How have discussions with Federal, State, Tribal, and local agencies been documented?

They are documented throughout the EST, and included in the published Summary Reports. In the future, comments received from the improved review process will be documented in each planning product.

11. What timeframes were established for performing consultations?

The standard timeframe for entering comments for projects in the ETDM Tool is 45 days. The ETAT has 45 calendar days to conduct a review of direct and indirect effects and electronically submit their commentary and assigned degree of effect. Timeframe to perform consultation as described in #9 above will be established.

12. What are some of the policies, programs, or strategies that have been identified for future consultation activities?

Cooperate with the Clean Cities Program – Florida Emerald Coast Coalition. This is a U. S. Dept. of Energy program that provides resources and tools for volunteer, community – centered programs to reduce consumption of petroleum-based fuels. This will be a focus in the coming year to see how the TPO and Clean Cities can communicate and interact in a mutually supportive way.

The MPO will coordinate, at least, a quarterly meeting of the Interagency Consultation Committee (IAC) (a committee made of interagency staff responsible for air quality conformity) to discuss current air quality issues.

If the MPO area is designated non-attainment for air quality, it is planned that the current committee membership will convene to address conformity and the adopted State Improvement Plan.

Staff drafted a consultation process plan and forwarded the draft plan to the Florida Department of Environmental Protection (FDEP). Components of the plan may be used in the development of the state consultation process plan to be included in the SIP and approved by EPA.

FDEP has not yet determined the process that will be used for non-attainment areas to agree to participate in the state approve conformity process. For example, the MPO may be asked to approve a resolution agreeing for the IAC to follow the state approved procedures for determining conformity of proposed projects.

13. What criteria have been used to assess which activities may have the greatest potential to restore, improve, and maintain the environment?

An evaluation criterion labeled environmental social impacts has weight of 10 and the source of the information is the Efficient Transportation Decision Making Process.

14. What information and data have been assembled regarding the location and condition of environmental features that might be affected by proposals outlined in the LRTP?

The ETDM review system incorporates thousands of data files into an interactive, GIS-based map. This collection of land use, environmental, socio-cultural, and historical data greatly enhances the ability to identify potential negative impacts of our projects. (Attachment 10)

15. What resources were devoted to implementing this process, including staff time and partnering with other organizations, such as local resource agencies, in addition to actual funding dollars?

Four TPO Staff members dedicate a portion of their time to work in the ETDM system. As stated before, this system provides a platform for communicating with numerous agencies. FDOT District 3 and central office supported this effort through training and technical assistance. The TPO provides a forum for groups to address their concerns with projects. For example, Main Street Milton, an organization designated to promote the preservation of the area's historical resources and small-town character, has provided information and input to the Department and the TPO regarding replacement of the Marquis Bayou Bridge.

TPO staff in partnership with the Bay Area Resource Council (BARC) and its subcommittee, the Environmental Education Coordination Team (EECT) and the Institute of Human and Machine Cognition (IHMC) I LOVE Science Program hosted and participated in the Bay Day at Lexington Terrace Park in Escambia County and Russell Harbor Landing in Santa Rosa County. Approximately 30 booths staffed by environmental science, transportation and industry professionals entertain and increase student awareness and content knowledge about critical issues such as wetlands, public health concerns, water quality, sea grass planting, environmental engineering, transit and other modes of transportation. Over 1500 students in each county participate in this event on an annual basis.

K. Transportation Improvement Plan (TIP)

1. How does the MPO ensure that the TIP includes all proposed federally and non-Federally funded regionally significant transportation projects, including intermodal facilities?

The TIP includes all projects within the FDOT Work Program but also solicits planned projects (Capital Improvement Programs) from the local governments to ensure inclusion of all planned projects.

2. Describe the TIP project prioritization and selection process.

Annually, TPO Staff updates the prior year's Project Priorities and presents the listing at numerous public workshops. At the workshops the public is asked to provide input on the order of the projects and that information is carried forward to the advisory committees and TPO. The TPO then reviews the public

comments and the recommendations from the advisory committees and, based on those considerations, adopts the Project Priorities listing.

3. How are bicycle, pedestrian, and transit needs addressed in the prioritization process?

Within the Project Priorities document, there are tables prioritizing each of these modes. The Project Priorities are reviewed by all of the TPO's advisory committees. Transit priorities are proposed by the transit systems. The transit provider and users have representation on the advisory committees. Bicycle and pedestrian projects are ranked according to adopted criteria and presented for committee review.

4. How do the MPO, the State, and the transit operator collaborate on the development of the TIP?

The TPO solicits a five-year project priority listing from the transit operators and includes that in the Project Priorities provided annually to FDOT and ADOT. FDOT and ADOT then uses that listing in development of the Work Program, which ultimately results in the projects inclusion in the TIP. Projects included in the Priorities and the TIP are taken from the transit agency's Transit Development Plan. This involves in depth coordination with both ECAT and BRATS.

5. How is fiscal constraint demonstrated for the TIP?

Projects within the TIP are only those within the adopted FDOT and ALDOT Work Programs. The Work Programs must also demonstrate fiscal constraint and that constraint is carried forward by careful review to ensure consistency between the TIP and the Work Programs. Locally funded projects are included if they are in an adopted local government's Capital Improvement Plan (CIP); CIP's are required to maintain fiscal constraint. No project is included in the TIP unless there is commitment and documentation on funding for the project.

- What are the methods and sources of cost estimates?

Cost estimates for most projects within the TIP are developed by FDOT or ALDOT. Cost estimates for the locally funded projects are developed by the municipalities.

- Do revenue estimates reflect reasonable assumptions?

Yes, they are developed by the FDOT District 3 Production Department.

- Do the State and the transit operators provide the MPO with estimates of Federal and State funds available for the metropolitan area?

Yes, no projects are programmed in the TIP unless they are contained in the FDOT adopted Five Year Work Program or local Capital Improvements Plans.

6. What is the process for modifying / amending the TIP (please provide detail about the steps taken for both)?

TIP amendments and modifications are processed according to Chapter 5 of the MPO Program Management Handbook.

- ***Administrative Modifications are processed by TPO Staff and are only performed when minor changes are needed. When an Administrative Modification is identified, staff makes the change and sends affected parties a notice of the change.***
- ***TIP Amendments are major changes as specified in the Handbook. Once FDOT or ALDOT submits a request for a TIP Amendment, staff prepares the necessary enclosure and proposed (as amended) TIP page for consideration during the next Advisory Committee and TPO meeting(s). The meeting is advertised and a public forum is held at each TPO meeting prior to approval.***
- How are changes documented?

Copies of all materials related to Administrative Modification and TIP Amendments are kept on file. Copies are also provided to FDOT/ALDOT. TPO Staff maintains a listing of Resolutions approved by the TPO and information on the action taken. TPO Staff also updates the TIP online and ensure the date of the change is noted on the cover of the document. Since the TPO and the Advisory Committees don't review the Administrative Modifications, once every six months TPO Staff includes a listing of these changes as an Information Only item in a regularly scheduled meeting agenda.

- How the public is made aware of the changes to the plan?

If changes to the TIP are to occur, such an amendment is included in the TPO and Advisory Committee meeting agendas and advertised so the public is made aware of the anticipated change. Once the amendment or change is made, the TIP on the website is updated to reflect the change and the effective date of the amendment. Since the TPO and the Advisory Committees don't review the Administrative Modifications, once every six months TPO Staff includes a listing of these changes as an Information Only item in a regularly scheduled meeting agenda. The public then has the ability to review the Modifications through the agenda online or they are able attend the meeting(s).

7. How is the disposition of comments and changes in the TIP documented, analyzed, and reported when significant oral and written comments are submitted?

Comments received on the draft report are carefully reviewed and, where feasible or appropriate, incorporated. If the comments result in a significant change, that change would be noted in the draft. Staff has not encountered a situation where public comment was significant. Most comments received on

the TIP are minor and deal with grammatical errors or typos. In a few instances, we have been asked to clarify project description however this has not resulted in any changes to the actual work being performed.

8. How much additional time is provided for public review if the "final" document is significantly different from the draft originally made available for public review?

TPO Staff posts the revised and/or 'final' draft document to the website and also sends it to the advisory committees and TPO members. This is done as soon as the comments are made and the changes are made, so as to ensure the maximum amount of time possible for comment on the 'final' draft. TPO staff has not yet encountered an instance where the final is significantly different from the draft.

L. Unified Planning Work Program (UPWP)

1. How do the activities in the UPWP relate to the goals and priorities identified in the Florida Transportation Plan?

The currently adopted Plan states, "Metropolitan planning organizations (MPOs) will continue to fulfill their statutory role of developing, in cooperation with the state, transportation plans and programs in metropolitan areas with 50,000 or more residents. In keeping with the 2025 FTP and the recent SAFETEA-LU legislation, the role of MPOs in addressing transportation safety, security, and operations will continue to grow. In addition, implementation of the 2005 Growth Management Bill and the 2025 FTP objectives related to regional planning will enhance coordination among adjacent MPOs and local governments within common regions, as well as consideration of the impact of transportation plans and programs on land use, economic development, community, and environmental systems." The UPWP addresses:

- ***Statutory requirements (EX. LRTP, TIP) as well as regional considerations through the NW Florida Regional TPO;***
- ***Economic development through freight planning, "Highways of Commerce";***
- ***Environmental systems through ETDM;***
- ***Safety through participation in the Community Traffic Safety Team and the integration of the State's safety data base into Corridor and Congestion Management Plans as well as the LRTP; and***
- ***Land use during development of the long range plan.***
- ***Staff will bring security planning to the MPOAC for discussion.***

The Staff, the TPO and its advisory committees strive to support State and Federal goals while developing plans and projects meaningful to the local communities.

2. How do the activities in the UPWP relate to the goals and priorities identified in the LRTP?

The goals of the LRTP consider the SAFETEA-LU planning factors. A matrix is included in the UPWP that addresses the relationship of each task to the appropriate planning factor. The LRTP's goals are based on the SAFETEA-LU planning factors. Thus, the two documents are complementary. (Attachment 11)

3. How are Federal Funds and expenditures monitored in your organization?

Billings are prepared on a monthly basis. Charges to each UPWP task are reviewed. Expenses on a monthly and year-to-date basis are reviewed against the budgets in the UPWP. The Director of Transportation and the Finance Director both complete this review. Upon receipt by FDOT, this review occurs again.

4. How is the UPWP use as a management tool for the MPO and its transportation activities?

The UPWP truly is the program that guides the work of the TPO, its staff, its committees and acknowledges the work and support of its partner, FDOT. Staff is assigned tasks as described in the UPWP and must report progress towards completion of the identified products on a monthly basis. The progress reports along with the billing are provided to FDOT for review and processing.

5. How are the State, public transit agencies and MPO subcommittees involved in UPWP development?

The State DOT is part of a UPWP kick-off meeting in the December/January timeframe. At this kick-off meeting, progress to date on current UPWP is reviewed. Timeframes for recurring projects are reviewed and any emphasis areas are discussed. Staff meets with the public transit agency in this same timeframe to discuss on an informal basis the upcoming planning needs. In the coming fiscal year, support on the major Transit Development Plan update will be provided. In a previous year, feasibility of transit service in Santa Rosa County was studied. Subcommittees review a UPWP draft in March and provide input. The TCC provides input on the Corridor Management Task as to specific corridors for study.

6. What is the role of freight, non-motorized transportation, bicycles, pedestrians, and other modal interests involved in UPWP development?

Consideration is given to all modes of transportation in the Work Program. Individual tasks address these modes (EX. freight, bicycle/pedestrian, public transportation). The overarching task that considers the individual parts, or modes, functioning as a system is the Long Range Transportation Plan. The LRTP is for a twenty-five year horizon. In the shorter term the tasks that consider the individual modes in a systematic approach is Congestion Management and Corridor Management. Bicyclists, pedestrians and the transit agency are involved in reviewing the UPWP as members of the advisory committees. Freight interests are represented, to some degree, by the Port and Airports. Greater input from transit users and other freight operators will

be solicited.

7. How often are modifications/amendments made to the UPWP?

Over the past two years modifications were made to the two-year UPWP at the end of fiscal year 2010 to bring the funding into balance for that year end. One amendment was completed to add the "Feasibility Study of Advance Funding of Transportation Capacity Projects" as mandated in 2009 state legislation. This was done in conjunction with the Okaloosa-Walton TPO and Northwest Florida Regional TPO.

8. Specifically how does the MPO collaborate with the transit operator in development of the funding aspect of the Unified Planning Work Program?

The transit operator, as a member of the Technical Coordinating Committee, reviews the proposed work and associated funding in the UPWP for the public transportation and transportation disadvantaged tasks. There is definitely collaboration every fifth year in the development and funding of the major update of the state-mandated Transit Development Plan (TDP). The TDP effort is supported with funding and staff time.

M. Public Involvement

1. How is the effectiveness of the public involvement process evaluated?

Quarterly assessments are included in the Public Involvement Quarterly report. Various activities have different measures of effectiveness; some are as simple as number of attendance, some are measured by the amount of responses or number of surveys completed and collected.

- Is it a formalized process?

The documentation in the Quarterly report is in a stylized process, as to whether or not it is formalized with the Boards approval or not, the answer would be no it is not handled in that manner. Discussions about how to evaluate public involvement and the actual value of having a more formal means of measuring the effectiveness will be implemented by staff.

- How often is the process evaluated?

Assessments on activities are made quarterly by the documentation of the Public Involvement Quarterly Report.

2. How does the MPO document its Public Involvement activities, efforts, and outreach?

A Public Involvement Quarterly Report is compiled every quarter and distributed to members and stakeholders as well as staff and other interested parties. (Attachment 12)

3. What is the public involvement process used by the transit providers(s)?

The public involvement process used by the transit providers to date has been that of the TPO. However, as the major update of the Transit Development Plan begins, thy transit providers will develop a public involvement plan specific to transit. Transit Providers are included in the TPO Process as members of the Technical Coordinating Committee. Various Public Outreach Activities have been in conjunction with the local transit provider. Flyers for certain TPO Public Outreach Activities have been distributed on the transit system previously and it is understood that this behavior will continue in the future.

- Is there coordination of public involvement between the MPO and the transit provider?

Yes, information is shared between the TPO and the Transit Provider regularly on opportunities to combine efforts in reaching the public. In 2006 and 2007 there was a combined effort of the TPO, ECAT and BRATS staffs to promote transit service between Lillian, AL and the ECAT Transfer Center in Pensacola, FL. Furthermore, when public involvement opportunities regarding TPO projects and products present themselves, flyers and information are posted on vehicles of both the transit and paratransit providers. A Dump the Pump Day was held at ECAT in June

4. How does the public involvement process demonstrate explicit considerations and responsiveness to public input received during the planning and program development process and how does it alter the decision making of the MPO?

Annually the Public Involvement Staff and other TPO Staff hold workshops in the area to collect information from the public in regards to the Project Priorities of the TPO. This information is then compiled and provided to the TPO at their review of the Priorities document. These comments are also documented in the Public Involvement Quarterly Report. Specific comments or concerns are forwarded to appropriate parties within the cities, counties or the DOT. Any affect on the decision making of the TPO is contingent upon the TPO members.

5. How does the public involvement process address the principles of the Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state?

The Public Involvement Process makes every effort to abide by the assurances laid out by all entities; local governments, States and Federal in regards to compliance with the Title VI of the Civil Rights of 1964. A Title VI Action Plan was adopted in 2009, and is the process of an annual update. Requests for comments will be solicited at the August 2010 meeting, final annual approval in December of 2010. The TPO will make extra efforts to include representatives from Baldwin County and BRATS as well as members of the ECAT staff in the future development of the Title VI plan.

6. How does the MPO's public involvement process identify and address the needs of those who have been traditionally underserved, including low-income and minority

households?

Efforts to identify the traditionally underserved are underway. Recognition of the difficulty in addressing the needs of this population has been documented and various means to interact and involve this population are being explored. An annual informational booth at a local Flea Market located in a socio-economically challenged portion of the area is being used to solicit information and spread awareness of the TPO to members of the traditionally underserved. Other ways of interacting with this population are currently being explored, such as health departments and DMV's. Future exploration of developing relationships with area schools that are listed as Title 1 schools is also being researched.

7. How are the disposition of comments and changes in the final Transportation Plan or TIP documented, analyzed, and reported when significant oral and written comments are submitted?

Comments are collected during the review period. Changes to the draft are reflected in the electronic draft available on the website. Any such changes and comments are again provided to the TPO and the committees prior to adoption.

- Is additional time provided for public review if the "final" document is significantly different from the draft originally made available for public review?

This situation with draft being significantly different has not been encountered by staff. In such an instance, document would be resubmitted with changes and sufficient time for review would be provided.

8. Is public involvement in the metropolitan transportation process coordinated with the district and or statewide public involvement process as much as possible to enhance public consideration of issues, plans, and programs?

District and Statewide processes are consulted for information and guidance in most situations. Certain activities and events are local and therefore need event specific aspects to promote an effective means of involving the public. Various products of the TPO are also presented to the public in a variety of ways, depending upon the area affected by certain projects and the type of product. Staff makes every attempt to involve the public at all times throughout the process, but specifically during certain documents' development; when it is more appropriate for the public to initiate any changes they might feel negatively impact the area.

9. Describe the opportunities for participation by traffic, ridesharing, parking, transportation safety, and enforcement agencies; commuter rail operators; airport and port authorities; appropriate private transportation providers; and city officials?

Port and Airport representatives are included on the Technical Coordinating Committee of the TPO. City officials are members of the TPO Board. Public Involvement efforts to reach the rideshare community have been sporadic but are one of the many areas of interest. Partnering with the Ride-ON Program is

one of the ways to interact with some of these entities. Staff has membership within the Community Traffic Safety Team and provides a means of communication with that group. The transportation Disadvantaged staff maintains contact with various private transportation providers to disburse information.

10. Describe the opportunities for participation by local, State, and Federal environmental resource and permit agencies where appropriate?

Agencies and resources are invited to participate on the Technical Coordinating Committee as well as during the ETDM Process for specific project information and feedback.

11. How was the public involvement program developed and who participated in its development?

The current Public Involvement Program was developed by a series of staff members, many of whom are no longer staff to the TPO. A current effort to update the entire Public Involvement Program has been underway for almost a full calendar year. The updating process will begin in December for the TPO members and their committee, casual collection of input and suggestions is a continuous process. Specific means of interacting and involving the public will progress through the entire process. Previous document of the Public Participation Process Manual will be distributed to committee members and other interested parties as well as staff and stakeholders to solicit comments and suggestions for improvement. All comments and concerns and suggestions will be incorporated into a new document that will be provided for review in April, with a list of all changes and updates as an appendix, with a request for adoption in June. This allows for a full 45 days plus for public review and comment.

12. What resources were devoted to implementing the public involvement program, including staff time and partnering with other organizations, such as local colleges, in addition to actual funding dollars?

Staff partnered with the Census Bureau, the Lillian Volunteer Fire Department, Ride-On, ECAT, and is in the process of beginning an internship program with the University of West Florida. Research into other partnership opportunities is underway.

13. What are the public involvement program's goals? What is the strategy for achieving these goals?

Currently the goals listed in the Public Participation Process Manual is simply that "The ultimate goal of public participation is to ensure that the transportation plans reflect community values and benefit all segments of the community equitably." Specific goals and strategies for achieving those goals will be identified and specified in the updated Public Involvement Plan to replace the current Public Participation Process.

14. How does the MPO engage in public education efforts designed to make the transportation planning process and decisions it produces easier to understand in laypersons' terms?

Public Involvement Staff makes every effort to present information to a variety of groups, persons and individuals in different manners and in various means of communication to educate the public of Who the TPO is, What the TPO does, Where is the TPO's area, When is the best time to get involved, and Why it is important for the Public to get involved in the TPO process. Dependant upon the audience, the terminology used is extremely diverse, as is the population the TPO services. Public Outreach efforts are currently being focused on informing the Public about who the TPO is and how the Public can be involved.

15. How is adequate public notice of public involvement activities and opportunities for public review provided at key decision points including but not limited to approval of Transportation Plans and TIPs?

Currently TPO Staff places legal ads in the media to notify the public of upcoming meetings in which Draft versions of documents are being distributed, and ads are again placed for meetings in which requests for the draft documents to be adopted are taking place. Staff has identified the most likely appropriate timeframe for the public to be actively involved in the annual TIP process as during the development of the Project Priorities. This timeframe allows for an annual interaction with quasi immediate projects that the public is able to identify and recognize. It also provides a more regular interaction with key decisions than the Once every 5 year time frame of the LRTP process.

- Please provide a chart or description of the time allowed for the public to review and comment on key decision making transportation documents and plans.

Annually, in July the public is given the opportunity to review and comment on their preferences of the Project Priorities at several workshops through the area. The Public is also invited to participate in the August meeting of the TPO when the TPO will be presented with a Draft of the Project Priorities. The public is again invited to participate in the September meeting in which the adoption of the Priorities is requested. The Priorities are submitted to FDOT in October and usually by December there are public workshops for the public to comment on the FDOT's 5 year work Program which is where the Priorities will be scheduled for the next phase of the project. The 5 Year Work Program is used to develop the TPO's TIP and the draft of the TIP is presented for review in April and submitted for adoption in June. The public is invited to participate in all of the meeting sin regards to the review and adoption of these three annual documents. Comments from the public are solicited and collected at all Public Outreach activities and events. Public comments are documented constantly as they are collected.

16. Does the MPO employ any visualization techniques? If so, what types of techniques? What are the results?

Currently the TPO Public Involvement Staff uses a variety of visualization techniques, such as maps and graphs and other means to visually stimulate the public and assist their recognition of the region or specific projects. Techniques and strategies are constantly being researched by staff members to provide a variety of ways to interact and involve the public with the Transportation Planning Process.

17. What information is available to the public in electronic format?

All TPO Staff generated documents are available to the public either via the website or by requesting a copy in an electronic format.

18. Does the PPP include a specific and separate strategy for engaging low-income and minority populations? Is there a process to evaluate effectiveness of public involvement, including success at engaging low-income and minority residents? How is this process being carried out? What outreach efforts have proven most effective?

Currently, the Public Participation Process Manual mentions the Traditionally Underserved only in the capacity that it is one of the many roles of the Public Involvement Coordinator to reach out to this community. Currently, the process to evaluate effectiveness and success of engaging low-income and minority residents is based upon attendance of members of said population at public meetings and workshops and measured by responses on surveys distributed at Public Outreach Activities. Specifically to date, the outreach effort at the local Flea Market has proven most successful; some 30+ surveys were collected with upwards of seven of them in Spanish. Engaging the traditionally underserved is an area of Public Involvement that staff is diligently exploring alternate venues in order to facilitate effective public involvement.

19. Who is responsible for public involvement? Is there a dedicated staff person for public involvement?

Currently there is one staff person designated as the Public Involvement Coordinator. TPO Staff all serve some aspect of responsibility to the public involvement effort. An intern position has also been created to assist in the public involvement effort.

- Has this person(s) received training in public involvement?

Yes, and training continues when opportunities are available.

- If yes please provide when and where the training was provided.

Current Public Involvement Coordinator attended Public Involvement specific training in November of 2007, and Title VI training in April of 2009. Staff member has attended other trainings that included portions dedicated to Public Involvement. The current Public Involvement Coordinator arranged for an all staff training opportunity on Public Involvement from FHWA in February of 2009.

20. How do public involvement activities conducted throughout the metropolitan planning process influence transportation investment decisions and policies of the State and public transit agency?

When staff conducts public involvement activities we always strive to gather comments from the public. The comments received are provided to the TPO and Advisory Committees, so they may be considered during the decision-making process. Staff also includes the comments in the Public Involvement Quarterly Report; the Report is an effective tool because it allows an additional opportunity to present the comments to the TPO and Committees.

During the Project Priorities Workshops held in July, staff set up multiple stations, each consisting of a different table out of the project priorities, and the public was asked to rank the projects. The data collected from these workshops was then tabulated in a spreadsheet and presented to the TPO and Committees as part of the review of the draft Priorities in August. The data was formatted so that there was a spreadsheet for each meeting location and one summarizing the data for all the meetings. The TPO and Advisory Committees were then able to incorporate the public's needs and desires into their review and approval of the Priorities.

21. How is the disposition of comments and changes in the final Transportation Plan documented, analyzed, and reported when significant oral and written comments are submitted? How much additional time is provided for public review if the "final" document is significantly different from the draft originally made available for public review?

Comments collected in reference to the Transportation Improvement Plan are documented in the Public Involvement Quarterly Report. Currently every effort is being made to ensure a 30 day minimum is provided for review of the final draft.

22. Is the metropolitan area proposing any transportation projects where there is strong and coordinated opposition or controversy?

Yes, there are five (5) that will likely create controversy. These are being discussed currently as we develop the 2035 Needs Plan.

- If yes, please describe the project of opposition and/or concerns?

1. ***Widening of Hwy 98***
2. ***Any Alternate 3 Mile Bridge Alignments or 3 Mile Bridge widening***
3. ***The Proposed Bridge from Garcon Point across Pensacola Bay connecting to Airport Blvd***
4. ***Widening of any roads on Perdido Key***
5. ***The 9th Avenue Interchange of I-10***

23. Which MPO partners review the draft and final UPWP? How are comments elicited and addressed?

All TPO members and advisory committee members, FHWA, FTA, FDOT, and ALDOT review the draft and final documents. Also, FAA and FDCA review the UPWP. Comments are addressed in one of two ways. Comments are either addressed immediately if factual and feasible or comments, especially if editorial, may be filed for reference to be used in the next major update.

24. What strategies and techniques does the MPO use to engage Tribal governments in the Transportation Decision-making process?

Public Involvement Staff is currently conducting research to identify and locate any and all Tribal governments that may be included in the TPO Urbanized Area. None are currently known by the current Public Involvement Coordinator.

N. Title VI and Related Nondiscrimination Requirements

1. Who is your Title VI Officer? Please explain their roles and responsibilities including coordination with other agencies (if applicable).

Currently the Transportation Planning Director is identified as the Title VI Officer. The role of the Title VI Officer is the collect, and document any and all complaints under Title VI. The Director then addresses the complaints and takes steps to correct and or investigate the allegation of discrimination within the regulated time frame.

2. Does the MPO have a Title VI policy? Please provide a copy.

The TPO currently has a Title VI Action Plan that is also in the process of being updated. Anticipated adoption date is for the update to the Title VI Action Plan is tentatively set for December of 2010, with the review period to begin in August of 2010.

3. How is the policy disseminated to the public and how often is the policy reviewed?

The policy has been disseminated by use of the TPO and their committees being provided with hard copies and information being posted on the website and a link being offered to the document in its entirety available on the website as well. The policy is updated annually and reviewed continuously to provide the latest procedures required in regards to Title VI.

4. Has the MPO provided signed nondiscrimination assurances to FDOT?

Yes, the TPO has provided these signed assurances as a portion of the active Title VI Action Plan.

5. When is the last time MPO staff received nondiscrimination training?

The Public Involvement Coordinator and a Planning technician received

nondiscrimination training in April of 2009. Previously TPO Staff had received training in February of 2009 from FHWA. Senior planner and planner for public transportation attended FTA Civil Rights Training facilitated by FTA in May 2010.

- Who provided the training?

Training was provided by FHWA and FTA.

- Please provide a sign-in sheet listing all who attended the training.

Rhonda Grice and Gina Watson attended the April 2009 training in Tampa. A sign in sheet of staff who attended the February training at the WFRPC in Pensacola is attached. (Attachment 13)

6. What goals, policies, approaches, and measurements has the MPO adopted / undertaken for ensuring, demonstrating, and substantiating that the planning process complies with Title VI and related requirements?

A Title VI Action Plan was adopted in June of 2009. Policies outline TPO goals, objectives as well as evaluation criteria in regards to the actions planned for compliance with Title VI requirements of any entity that is a recipient of federal funds.

7. Provide a list of activities undertaken by the MPO in the past two years to solicit input, provide education or reach out to underserved or minority communities. Examples of public involvement outreach conducted including, any related documentation and/or photographs may be attached to support the list.

Public Involvement Staff in conjunction with TPO Staff has held various activities targeted at traditionally underserved and minority populations. In June of 2009, staff participated in an Outreach activity in Pensacola at a local Juneteenth Festival, an African American Celebration to commemorate the end of slavery and the United States Civil War. A booth was set up and information about the TPO and promotional items were distributed to well over 50 people. In July of 2009, two specific TPO Project Priorities Workshops were held in Traditionally Underserved neighborhoods in Pensacola. Neither meeting was very well attended; 8 in the military section of town, and 6 in the socio-economically challenged portion of town. Efforts to reach these populations are continuing to be documented and alternate means of communicating with these various populations are being explored. In October of 2009, Staff participated in two events that were designed to spread awareness and provide information to specific populations within the Traditionally Underserved. Staff rented a booth at the local Flea Market and distributed information and promotional items to well over 100 people. Several of the persons Staff had the opportunity to interact with were very interested in whom the TPO was and how they could be involved in the planning process. TPO Staff also set up at booth at the Latino Festival where information was provided and comments were collected from various individuals, the majority of were of Hispanic background.

8. Can the MPO share any best practices developed or utilized since the last certification that illustrate the organization's commitment to underserved communities that may be shared with other planning organizations?

Public Involvement Staff finds that for this particular region that there is a real benefit to be had from interacting personally with the public in many different locations and venues. Staff has had several impromptu TPO discussions with the public at large in various settings, such as at copying centers, local restaurants, grocery stores and other nontraditional meeting circumstances. All avenues of interacting with the public and providing the information about the 5 W's of the TPO are being explored and researched and experimented with to assess the best practices. The single best practice Staff has determined so far is that there is no one single type of interaction that will address every member of the community and there will have to be several varieties of outreach efforts to not only inform the public but to also get the actively engaged in the process. Building a great Public Involvement Program is a constant work in progress. Many and More Often seems to be the best answer Staff has discovered so far.

9. Describe the MPO's process for handling discrimination complaints. Does the MPO have a formal process and how is this process disseminated to the public?

The TPO has a Title VI Action Plan that details the steps in finding resolution to a complaint. There is a form provided for the complainant to complete and there is a set process described in the Action Plan that gives step by step directions on how to file a complaint.

10. Are there any active or previously resolved discrimination complaints regarding the MPO or the transportation planning process? If so, how have these been addressed? Provide all documents created or received by the MPO regarding the complaint, processing and resolution, if any. This request specifically includes but is not limited to email communication.

Currently there are no complaints on file with the TPO itself.

11. Has the planning process developed a demographic profile of the metropolitan planning area that includes identification of the locations of socioeconomic groups, including low-income, disabled, religious, and minority populations as covered by Title VI provisions? Explain the process.

Currently the Public Involvement Staff is in the development stage of creating a Community Identification of each of the portions within the urbanized area. Due to the overwhelming amount of data to be collected and compiled, Staff is focusing on the top projects listed in the Project Priorities for the TPO area to begin the Community Profiles. Until such time that activity is completed, Staff utilizes the information found in the ETDM Tool as a means to provide a guideline to determine Community Identities.

12. Has the MPO conducted site visits or other field work to independently help verify that demographic information is accurate?

Staff has not conducted site visits. The process is in a very early stage to initiate site visits. After initial information has been compiled, site visits and visual inspection for possible outreach locations and activities will proceed.

13. How does the MPO determine the need to have documents available in alternative formats? (e.g., Braille, large print, tape cassette)?

If a citizen contacts Staff and requests materials in an alternative format every effort is made to provide those documents in the requested format. Notice is provided on agendas to request this information.

14. Are public meetings accessible by transit? If not what arrangements are made by the MPO?

Meetings in the Escambia County area of the TPO are held along transit lines. Currently there is no transit available in Santa Rosa County. Transit in Lillian is on a demand service. Any persons contacting the TPO Staff in regards to transportation to a meeting is directed to the local transit provider in Escambia County, or to the Transportation Disadvantaged provider if there is sufficient time, or given the number of various taxi services. Transportation to and from meetings for citizens is not provided by TPO Staff.

15. Are public meeting locations accessible according to the Americans with Disabilities Act (ADA)? Please identify actions exercised by staff to comply with ADA regulations.

Staff makes every attempt to only reserve rooms for any public meeting and or outreach event that is in accordance with accessibility of the ADA. Locations that do not meet those requirements will not be used for TPO Public Outreach activities if the deficiencies are known. Deficiencies identified during an event or activity will be documented and use of the specific facility will be noted and no further use of the location will be made until the ADA requirements are satisfied.

16. Does the MPO use FDOT's approved nondiscrimination language in its public meeting notices? Provide a copy of the nondiscrimination statement used by the MPO on public involvement documents.

***Currently the TPO uses the following language:
"The TPO will make reasonable accommodations for access to this meeting in accordance to the Americans with Disabilities Act and for language requirements other than English. Please notify Ms. Ellie Roberts of access or language requirements at 850-332-7976, ext 218 at least 48 hours in advance."
Agendas and public notices simply say to contact "Specific Staff Member" (Usually the Project Manager or the TPO Coordinator) and their appropriate contact information. The statement "Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family***

status.” will be included in updates to current documents, such as the Title VI and the Public Involvement Plan and the Public Participation Manual as will all future public notices.

17. What written policy and procedure does the MPO have in place to provide meaningful access to its programs and services to those who do not speak English proficiently? Please provide a copy of the LEP policy/plan.

Currently, LEP is addressed briefly in the PPP Manual in regards to local media programs and speaking engagements of TPO members. Translation assistance is indicated. Staff has made notation that this area be specifically identified and addressed in the update of the Public Involvement Plan as well as amended into the Title VI Action Plan.

18. Provide examples during the past two years when the MPO has deployed its LEP services. Please specify whether the service was oral interpretation or written translation of documents.

In 2009 Public Involvement Staff had the Transportation Brochure translated into Spanish as a master copy in the instance of a request for information in that language. Public Involvement Staff also had an information booth at the local Flea market, where surveys were offered and solicited in both English and Spanish, and attended the Latino Festival where again surveys were offered in Spanish and WFRPC Staff were also in attendance to offer verbal translation assistance as needed.

19. What are the MPO's current/future goals for its Title VI and nondiscrimination program and how does the MPO intend to achieve them?

Current and Future Goals include:

- ***Maintain citizen participation on the Advisory Committees that represent the demographics of the urbanized area.***
- ***Develop improved documentation efforts related to Title VI***
- ***Implement a mechanism to better evaluate and plan for Public Involvement Activities in order to reach a larger spectrum of the population of the urbanized area.***

The TPO intends to achieve these goals by following the actions listed in the Title VI Action Plan adopted by the TPO in June of 2009.

20. What measures of effectiveness does the MPO use to determine that its efforts to reach underserved communities are successful and if determined not successful, how can those efforts be altered/enhanced?

Currently Staff is measuring the effort by simple collection of response and attendance. Effective methods to reach the various populations that make up the Traditionally Underserved are being researched and only one (1) unsuccessful attempt has been made. Two activities, an outreach booth at a local Flea Market and an information booth at a Latino Festival proved successful by the measurements employed. Documentation of such has provided guidance into exploring alternative means of interacting with these

groups.

21. What are the measures used to verify that the multimodal access and mobility performance improvements in the plan and TIP comply with Title VI?

Point of discussion.

22. What are the demographics of the MPO's geographic area of responsibility, including low income and minority populations as covered by the Executive order on Environmental Justice and Title VI provisions?

An assessment of the area's community profile is currently being developed. Current estimations for Escambia County itself shows:

Racial makeup to consist of:

- ***70% White***
- ***24% African American***
- ***4% Hispanic***
- ***2% Other***

Age distribution consists of:

- ***23% (0-17)***
- ***26% (18-34)***
- ***26% (35-54)***
- ***11% (55-64)***
- ***10% (65-79)***
- ***4% (80+)***

Additional information pertaining to economic, disabilities and education levels is not currently available; Staff is in process of collecting this information. Based simply on these two sections of the demographics, the average age is somewhere between 18 and 54 and they are of the Caucasian persuasion, for Escambia County. Information on Santa Rosa County is still being compiled for assessment against the Advisory Board rosters.

23. Do the MPO's advisory boards contain representation from protected classifications (elderly, minority, disabled, low income)? If not, what efforts has the MPO made to ensure board participation by underserved groups?

An assessment of the demographic distribution of the advisory boards is currently underway. An emphasis on Public Outreach to populations not equitably represented on the advisory committee will be strongly encouraged for the upcoming Public Involvement Implementation Plan.

24. To what extent in the planning process are data collected and analyzed by the MPO and/or other area planning agencies coordinate with citizens and community-based agencies, groups, and/or organizations in defining "communities" within the MPO's geographic area of responsibility in assessing potential benefits and impacts of transportation system investments, particularly related to low-income and minority populations, the elderly and disabled, and ethic or religious groups?

Staff is in process of creating a detailed Community Profile of the region. In lieu of a current database, Staff uses information on the ETDM tool and local knowledge to provide guidance in identifying certain populations of concern in regards to the traditionally underserved such as the aforementioned groups.

25. Discuss the number and nature of consultant contracts used by the MPO. Are there contracting opportunities for planning studies, corridor studies, or other work to include minorities, women, and Minority Institutions of Higher Education (MIHE) and Historically Black Colleges and Universities (HBCUs)?

Currently there are two consultant contracts in place. The contracts were competitively procured and the prime consultant identified certified DBE team members. PBS&J has three DBE/MBEs on its team; DRMP has two DBE/MBEs on its team.

26. Does the MPO have other relationships with HBCUs or MIHEs (i.e., student internships; advisory board members from the schools; outreach or public involvement on campus, etc.)?

An intern program began in May 2010. This will start the formulation of efforts to construct an effective Public Outreach Strategy to involve the student populations and to actively involve schools in the process.

O. Disadvantaged Business Enterprise (DBE)

1. Does the MPO use any PL Funds for consultant services? If so, how much?

Yes, PL funds are used to support UPWP activities. In FY 10 the following projects were initiated and/or completed and the associated amount for the FL AL TPO listed. Some projects were joint undertakings of the three TPOs staffed by the Planning Council.

<i>Freight Plan</i>	<i>\$ 40,000</i>
<i>ITS Plan</i>	<i>\$ 28,500</i>
<i>Gulf Beach Hwy CMP</i>	<i>\$ 95,900</i>
<i>Bonding Study</i>	<i>\$ 40,000</i>
<i>Bike Ped Plan Update</i>	<i>\$ 39,900</i>
<i>LOS Tables Update</i>	<i>\$ 15,900</i>
<i>Total</i>	<i>\$260,200</i>

2. Does the MPO track DBE participation through the use of the Bid Opportunity List and DBE Participation Statement?

Yes, when the TPO procured General Planning Consultant (GPC) services, Bid Opportunity Lists and DBE Participation Statements were required as part of the standard certification forms in each consultant's technical proposal package.

3. Does the MPO report actual payments to DBEs through BizWeb? If not, how does the MPO ensure that DBE utilization is reported to FDOT?

Although our General Planning Consultants have DBEs on their teams, the TPOs pay one consolidated invoice to each GPC. Therefore, the TPOs do not report through BizWeb.

4. Does the MPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants? Mandatory assurance verbatim? Also known as Uniform Certification Process (Please see below)

The DBE policy statement is included in the TPO's Unified Planning Work Program and references the TPO's consultants. Some of that language is included in the consultant contracts under the Non Discrimination section. However, the entire text of the statement is not included nor is it labeled as DBE. This may need to be better identified in future contracts.

5. Does the MPO have DBE Assurance language in all of its contracts? "The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of USDOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate."

The contract states:

9.01 NONDISCRIMINATION

- (a) Compliance with Regulations – The GPC shall comply with federal and state regulations relative to: nondiscrimination, conflict of interest, lobbying using state or federal funds, debarment, and others that may apply to this project.
- (b) Nondiscrimination – The GPC shall not discriminate on the grounds of race, color, religion, sex or national origin.
- (c) Information and Reports – The GPC shall provide all information and reports required by the Project, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the TPOs to be pertinent to ascertain compliance with such regulations, orders and instructions. Where any information required of the GPC is in the exclusive possession of another who fails or refuses to furnish this information, the GPC shall certify to the TPOs and shall set forth what efforts it has made to obtain this information.
- (d) Sanctions for Noncompliance – In the event of the GPC's noncompliance with the nondiscrimination provision of the Agreement, the TPOs may impose such contract sanctions, as it may be determined to be appropriate.

6. Does the MPO use FDOT's DBE program for FHWA funds and not an independent or internal DBE program or goal?

The TPO has an internal program. We are discussing with FDOT the coordination needed to use FDOT's goal.

7. Does the MPO contact FDOT's DBE Supportive Services provider or Equal Opportunity Office to ensure it has the most up-to-date information on available DBEs?

The TPO has not utilized this support to date.

P. Transit and Transportation Disadvantaged

1. How are transit and the transportation disadvantaged considered in the transportation planning process?

The local transit agency, Escambia County Area Transit (ECAT), is a member of the TPO's Technical Coordinating Committee and both the Escambia County and Santa Rosa Transportation Disadvantaged Local Coordinating Boards (LCBs). The Community Transportation Coordinator, Pensacola Bay Transportation (PBT), is a member of both LCBs as well. ECAT's and PBT's membership on these committees/boards ensure that transit and the transportation disadvantaged are considered in the transportation planning process.

2. What performance data is needed from transit operators to support MPO activities? How do the transit providers share this data with the MPO?

Transit performance data are obtained from the National Transit Database or by direct request from the provider and include, but are not limited to: Service Area Population, Revenue Miles, Revenue Hours, Ridership, Passenger Miles, Headways and Span of Service.

3. How is the transit authority's planning process coordinated with the MPO's planning process?

TPO staff participates in the transit agency's update of its TDP, ensures that the agency's projects are included in the TIP and participates in annual review of the agency's major projects.

4. What are the major issues, needs and priorities currently facing the region's transit operator(s)? What particular concerns have the operators identified in their planning processes? What is the MPO's role in addressing these issues, needs, and priorities?"

The major issue facing ECAT is funding for operations. Local funds have been declining for the past several years and ECAT has been forced to cut service and raise fares. Further funding cuts and service reductions are likely in FY2011. ECAT is operated by Escambia County and all 5 Escambia County Commissioners are active TPO members, ensuring TPO support of ECAT's

issues, needs and priorities. However, given the current economic climate and ECAT's funding issue, there is little that the TPO can do to substantively address the most pressing issue.

5. What is the role of the transit operator and how is it involved in the MPO's overall planning and project development process?

Escambia County contracts with Veolia Transportation to operate fixed route transit in Escambia County. Veolia is a member of the Technical Coordination Committee and thus advises the TPO on transit planning and project development. The TPO also has worked with Baldwin County (Alabama) and BRATS to include representatives on the TCC and citizens from the CAC to get input from this operator.

6. Does the MPO pass-through any FTA planning funding to the transit operator? If so for what specific purposes or types of purposes?

Yes, the TPO has always passed through FTA Section 5303 funds to assist the transit agency with its TDP update.

7. Is FTA flexible funding (funds appropriate and allocated originally through FTA) routinely transferred to FHWA for use? If so, how are transfer decisions made?

No, the number 3 priority of the TPO is to transfer FHWA STP-SU funds to FTA to assist with transit agency capital improvement projects.

8. Does MPO staff and the transit operator have a firm grasp of the differences in eligibility between FTA and FHWA-funded uses?

Yes, FHWA funds are only eligible for capital projects.

9. Does the transit operator have a TDP? If yes, please describe the terms of the TDP?

Yes, ECAT has a TDP. The TDP provides a census analysis of the urbanized area, results of stakeholder and public interviews, a description of the transit service provided and recent changes, a peer and trend analysis, a comprehensive list of initiatives to be implemented and a financial plan. The financial plan is updated annually, progress against initiatives is reported annually and the TDP is updated every 5 years, with the next update due in FY 2011.

10. Does the MPO assist in development of the TDP?

Yes, the TPO contributes funding, participates in public involvement activities and provides suggestions for regional initiatives. In the past, TPO staff managed the TDP update process and provided 100% funding but future updates will be managed by the transit agency, with TPO staff involvement and the TPO will pay a portion of the cost.

11. How does the TDP interface with TIP/STIP development?

TPO staff ensures that projects in the TDP are included in the TIP and submits the TIP to transit agency staff for review prior to approval of the TIP by the TPO. Staff will also suggest projects not in the TDP for inclusion in the TIP if appropriate.

Q. Bicycle and Pedestrian

1. How are bicycle and pedestrian planning activities being integrated in the transportation planning process? Does the MPO have a bicycle and pedestrian plan? Is it a stand alone plan?

The Bicycle Pedestrian Master Plan for the Florida-Alabama TPO is in the process of being updated. This plan is a part of the Long Range Transportation Plan and supports the TPOs goal of having a multi-modal planning process. Five joint public workshops were held for the Long Range Transportation Plan and Bicycle Pedestrian Master Plan update. These workshops presented the current bicycle and pedestrian levels of service on a designated roadway network and gave the public a chance to comment on all bicycle and pedestrian concerns.

2. Does the MPO have a dedicated Bike/Ped Committee?

Yes. The Bicycle Pedestrian Advisory Committee (BPAC) makes recommendations to the Florida-Alabama TPO. Currently the BPAC is a stand alone committee.

3. Discuss the selection and prioritization process for bicycle and pedestrian projects.

The Scope of Services for the Florida-Alabama TPO Bicycle Pedestrian Master Plan update outlines that the Consultant will work with the TPO to identify a methodology for prioritizing bicycle and pedestrian projects. It is anticipated this methodology will include consideration of the following: a. the level of service for bicyclists and pedestrians on the study network. b. previously identified needs/improvements from other plans. c. facilities requested by the public d. potential demand e. unit costs of proposed facilities

The currently adopted Bicycle Pedestrian Master Plan has prioritization criteria as follows:

The project prioritization criteria developed for this plan have been used to evaluate and rank bicycle and pedestrian projects in terms of their relative regional importance, based on the desires and vision of the community as defined during the charrette. The nine criteria and the maximum number of points assigned to each category are as follows:

1. ***Connections and proximity to existing or planned schools (60 points)***
2. ***Connections and proximity to an existing park or multi-use trail (60 points)***
3. ***Connections and proximity to an existing or planned activity center, i.e., major shopping***

centers, office parks, mixed use developments, community/neighborhood centers, etc. (60 points)

- 4. Connections and proximity to transit hubs or stops (60 points)**
- 5. Project funding status (60 points)**
- 6. Safety, in terms of the presence of bicycle and pedestrian crashes over the previous 5-year period (45 points)**
- 7. Whether the project extends or connects existing or programmed bicycle and pedestrian facilities (30 points)**
- 8. Ease of construction in terms of anticipated project complexity and cost (30 points)**
- 9. Project coordination (i.e., a project is listed in an adopted plan of local community organizations or programs) (30 points)**

4. How does the MPO use data for Bike/Ped injuries and fatalities in planning?

Traditionally crash report forms have been obtained and then processed to determine the highest volume crash areas. This data is then typically used in the Bicycle Pedestrian Master Plan. The update for the current Bicycle Pedestrian Master Plan does not use crash data but utilizes a host of other factors in determining the level of service.

5. Does the Bike/Ped committee review transportation projects for bike/ped applicability and opportunities?

Yes. The Bicycle Pedestrian Advisory Committee reviews projects pertaining to bicycle riding and walking and can give input on roadway projects to put bicycle and pedestrian features in place. These recommendations are given to the Florida-Alabama TPO.

6. Does the MPO partner with Bike/Ped safety programs on a local level? Otherwise?

TPO staff participates in the Escambia/Santa Rosa Community Traffic Safety Team. The goal of this body is to promote safety and awareness of various kinds in regards to transportation. A main focus has been on walking children to school safely and the TPO staff has participated in several school events at area schools with educational materials being given directly to the children. The Community Traffic Safety Team has also applied for funding, received funding, and seen projects completed for sidewalks connecting to area schools.

7. Does the MPO have dedicated funding for Bike/Ped activities?

The Florida-Alabama TPO currently requests \$300,000 annually from the Florida Department of Transportation for bicycle and pedestrian projects. The Florida Department of Transportation meets this request to the best of their ability according to funding levels. There is also an opportunity for funding of bicycle and pedestrian features through the Transportation Enhancement Program. This program is a 100% cost upfront reimbursement program. Local governments submit projects to TPO staff, which then use ranking criteria to prioritize the projects. The TPO is the final decision maker on the prioritization list.

8. Please describe the region's Bikes on Transit efforts.

There are currently two slots on all Escambia County Area Transit (ECAT) buses and replica trolleys for the public to place bicycles on. There is also a bicycle rack at the ECAT facility.

9. Has the MPO studied Pedestrian accessibility to transit?

The Florida-Alabama and Okaloosa-Walton TPOs conducted a Transit Access Barrier Identification Study which developed a tool to identify barriers to transit access. The tool was tested in a single sample for one transit route within each TPO area. The Final Report also gave recommendations for implementing the tool for future use. The Transit Access Barrier Identification Study Final Report was submitted to each TPO in July 2006. ECAT has submitted a New Freedom Grant Application to create a Mobility Management Program for the urbanized area, which will include an overall assessment of the systems' transit bus stop accessibility.

10. Describe the bike/ped committee membership, frequency of meetings and level of participation.

The Florida-Alabama TPO Bicycle Pedestrian Advisory Committee (BPAC) is comprised of both technical members from local governments and citizens, with FDOT participation. The BPAC meets the day before every regularly scheduled TPO meeting. Participation at BPAC meetings is usually strong with members freely expressing their thoughts.

R. Congestion Management Process

1. Describe how the CMP has influenced the overall metropolitan planning process (UPWP, transportation planning, corridor studies, conformity, and TIP development)?

The CMP has influenced the overall metropolitan planning process by giving a report that documents levels of traffic congestion. This report is for general planning purposes and not to be used for concurrency management but it gives an excellent guide for planners to look at general congestion levels based on the Florida Department of Transportation level of service tables. This information is useful for any planning purpose that needs to see traffic volumes.

2. Does the MPO have a process for periodically evaluating the effectiveness of the CMP?

Yes. The TPO has recently implemented an evaluation year of past recommendations. The old process was to study a new roadway segment each year and the new process studies a new segment every other year with off years evaluating what past recommendations have been implemented. 2010 will be the first evaluation year.

3. What has been the level of effectiveness of the CMP in identifying congested corridors and resulting strategies?

CMP Review/Study Teams have always been able to identify a corridor for study utilizing the CMP Plan. The Review/Study Team is open to the public and also normally consists of local government staff in addition to the public and any other organizations that wish to participate. Discussion takes place within the Review/Study Team on ways to improve the roadway and a Congestion Mitigation Strategy Evaluation Checklist is completed by Review/Study Team members and TPO staff conducts interviews directly with the public on the roadway being evaluated and this information is then used in the recommendation process. The 2010 Congestion Management Process Plan is the first year where we have incorporated an implementation section. This section lists the items that have been implemented and areas that still need improvement in regards to past recommendations from the Review/Study Teams. This process seems to be an effective way of addressing the strategies to reduce congestion.

4. How is the effectiveness of individual projects/strategies evaluated?

Past recommendations will be evaluated every other year by holding a Review/Study Team that is open to the public and by coordinating with local government staff to see what recommendations have been implemented and to discuss ways to implement recommendations that have not been completed. The 2010 Congestion Management Process Plan is the first year where we have incorporated an implementation section. This section lists the items that have been implemented and areas that still need improvement in regards to past recommendations from the Review/Study Teams. This process seems to be an effective way of addressing the strategies to reduce congestion.

5. How is the success of individual actions reflected in system-/network-wide evaluations?

Each recommendation that has been completed from past studies will be noted. In the coming fiscal year staff will utilize FDOT's Statewide Crash Data as a measure of effectiveness on CMP facilities.

6. Describe the area, network, and modes covered by the CMP.

The area/network covered by the CMP is the roadway network where traffic count stations are located. These counts are then used to determine the level of service for the roadway network. The network of transportation facilities in the Urbanized Area includes an integrated transportation system of limited access highways, toll bridges, fixed route and Para-transit bus service, on and off road bicycle and pedestrian facilities, and inter-modal transfer facilities. Multi-Modal and Inter-Modal connections are provided by the Pensacola Regional Airport, Peter Prince Airport, the Port of Pensacola, Greyhound, the Escambia County Area Transit transfer facility, and several park-n-ride facilities.

Regional roadway corridors serving the area include Interstate 10, Interstate 110, US98, US29, US90, US90A, SR87, and SR292. Other major urban arterial corridors include SR291 Davis Highway, SR289 Ninth Avenue, SR296 Brent Lane, SR295 Fairfield Drive/New Warrington Road/Navy Boulevard and SR281 Avalon Boulevard.

Major bridge facilities include the US98/Pensacola Bay Bridge, the I-10 Escambia Bay Bridge, the Bob Sikes Bridge, a toll bridge connecting Gulf Breeze with Pensacola Beach and the Navarre Bridge (another toll bridge connecting Navarre with Navarre Beach). The Garcon Point Bridge, a toll bridge, was completed and opened to traffic in May 1999. It provides direct access between the northern and southern sections of Santa Rosa County. Construction of a high-rise facility over Bayou Chico was also completed in spring 1999. This bridge replaces the last remaining drawbridge in the area. A number of other area bridges cross the Blackwater River, Escambia River, the Intercostals Waterway and several other smaller creeks and bayous.

Escambia County Area Transit (ECAT) provides fixed-route bus service. ECAT operates 16 local bus routes. The majority of the routes operate on Saturdays, but service is not generally offered on Sundays or on major holidays. The basic charge for riding an ECAT bus is \$1.75, but students with proper identification can ride for \$1.25, senior citizens, disabled riders, and Medicare card holders pay \$0.85. ECAT also offers weekly, monthly and other special discount passes.

In Florida, each county has a designated Community Transportation Coordinator that is responsible for providing or arranging all trips supported with government funds for transportation disadvantaged individuals residing in the county. Pensacola Bay Transportation has been the Community Transportation Coordinator for Escambia and Santa Rosa Counties since December 2004. In 2007/2008, Pensacola Bay Transportation provided 164,423 trips in Escambia County and 41,207 trips in Santa Rosa County.

The West Florida Commuter Assistance Program (WFCAP), funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council, offers employer based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program coordinates users on a computer database with mapping capabilities to assist in forming carpools and vanpools.

Since the CMP is a mobility management plan, it also accounts for bicycle and pedestrian interests. The TPO's Bicycle and Pedestrian Plan, which shows the location of existing and needed bicycle and pedestrian features, will serve as basis for this analysis.

- What is/was the rationale for these decisions?

The rationale for the network is that the count stations are used to determine the level of service and these are located on major roadways in the area.

- Are there plans to expand?

The roadway network will expand based on added traffic count stations from FDOT. The current update to the Bicycle Pedestrian Master Plan looks at the level of service for bicyclists and pedestrians utilizing the same network established in the CMP.

7. How often is the CMP reviewed and what is the product of the update?

The CMP recommendations are reviewed every other year and evaluated based on what has been implemented and what still needs to be implemented and how this can be accomplished. One of the products of the CMP is the LOS table and this is reviewed annually.

8. When was the last CMP update?

The last update to the CMP occurred in 2009. The CMP is updated every year.

9. How have Transportation Partners been involved in the development of the CMP and its updates?

The CMP Review/Study Teams are open to the public and all TPO Advisory Committees are invited as well as any groups that may have an interest on the particular roadway segment such as the Florida Highway Patrol, Railroad Operators, School Officials, etc.

An example of joint cooperation of TPOs is also applicable in this section. The Florida-Alabama TPO and Okaloosa-Walton TPO partnered to hold a Joint Review/Study Team to evaluate US 98 from Navarre to the Hurlburt Field Gate. These efforts resulted in a multitude of cooperation between various agencies, local government staff and political leaders to develop a list of recommendations for improvement of this congested roadway.

10. What are the performance measures for the CMP and how are they being used? Do these partners share data, performance measures, etc., and do they contribute strategies toward solving regional congestion problems?

There are numerous ways to measure congestion. Examples include roadway and transit level of service (LOS), crash rates, transit headways, vehicle miles traveled, vehicle hours traveled and travel delay. Some of these measures require intricate data collection efforts, model simulations, or off-line calculations to develop accurate measurements. The technical ranking table includes performance measures to assess the extent of congestion.

For the CMP, the following measures are used:

- ***FDOT's Level of Service Categories (A through F) for roadways is used as an initial indicator of vehicle congestion***
- ***The length of headways is used as the transit performance measure.***
- ***The performance of bicycle/pedestrian features are analyzed based on their availability.***

It should be noted that economic factors such as the recent downturn experienced can influence traffic congestion.

The generalized level of service tables are recommended for general planning applications in estimating highway level of service and assisting in implementing the level of service standards. These tables and planning computer models from which they were derived should not be used for corridor or intersection design where more refined techniques exist. Corridors with level of service deficiencies require the use of more sophisticated traffic operations models to identify specific improvements.

Currently there is a Freight Study underway focusing on "highways of commerce" in the TPO area and the region. This study can be utilized by the Review/Study Teams in the future and be another enhancement strategy for the movement of goods. Review/Study Teams meet every other year to offer suggestions on reducing congestion on roadways and utilize the CMP in this endeavor. Past Review/Study Team recommendations are reviewed every other year for implementation.

It is important to again note that the CMP is a general planning document that uses generalized FDOT LOS tables. The CMP is not intended to be a document either measuring or gauging Concurrency. "Concurrency" is a shorthand expression for a set of land use regulations that local governments are required, by the Florida Legislature, to adopt to ensure that new development does not outstrip the government's ability to handle it. For a development to "be concurrent" or "meet concurrency" the local government must have enough roadway capacity to serve each proposed development. Concurrency also requires that local governments have capacity in storm water, parks, solid waste, water, sewer, and mass transit facilities to serve each proposed development. These seven public services grouped together are known as "concurrency facilities". Concurrency Management System and Congestion Management Process consider similar notions, but they are not interchangeable.

Additionally, the Congestion Management Process Plan is not the same as a Corridor Management Plan. A Corridor Management Plan is a much more in-depth analysis of a segment. In some cases a segment identified in the Congestion Management Process Plan as deficient will be slated for review by a Corridor Management Plan Team. In that case the Congestion Management Process team will not study the segment and will defer to the Corridor Management Plan.

11. Are the performance measurements based on actual data or are they modeled?

Traffic count data is used in conjunction with the FDOT level of service tables.

12. How are TDM and operational commitments recommended by the CMP eventually implemented?

Implementation depends on each individual recommendation. This can be through a traffic operations request to FDOT, coordination with the local

governments, etc.

13. Who implements CMP strategies (e.g., State DOT, transportation management associations, transit agencies, locals)?

Implementation depends on the individual recommendation.

Some examples of entities that could implement CMP strategies are local governments, the Florida Department of Transportation, school systems, law enforcement, etc. For example if a recommendation is that the schools have alternate start and close times to ease congestion then this would have to be implemented by the school system.

14. What assurances are there that the Transportation Plan incorporates travel demand and operational management strategies, and that necessary demand reduction and operational management commitments are made for new SOV projects?

Recommendations are made from the Review/Study Teams for low-cost operational improvements and not high cost projects such as new lanes for SOVs as the question implies. There are numerous technologies and economic and administrative policies that have been used internationally to manage congestion. These congestion management strategies improve the operating efficiency of the existing infrastructure, modes and services. Improvement is achieved in three ways:

- 1. Increasing use of alternatives to Single Occupancy Vehicles (including public transit, carpooling and bicycling and walking).**
- 2. Altering trip patterns through such measures as land-use policies, flexible work hours, telecommuting and congestion pricing.**
- 3. Improving traffic flow by synchronizing signals, implementing Intelligent Transportation Systems (ITS) or intersection re-configuration.**

There are two categories of congestion management strategies, those that focus on the demand-side and those that focus on the supply side. Demand side measures reduce the number of travelers using the system by increasing vehicle occupancy, increasing transit ridership and altering travel patterns (time of day facility is used). Supply-side measures increase the capacity (supply) of the transportation system by adding new lanes or roadways in order to improve traffic flow.

Developing a comprehensive plan including both demand and supply-side strategies is the challenge undertaken by the Congestion Management Process Study Team. Examples of strategies the team might consider are:

- Transportation demand management techniques**
- Intersection operational improvements, signing alterations**
- Access management issues**
- Transit options**

- ***Encouraging bicycle and pedestrian travel***

While the team identifies the most congested areas by specific location on the transportation network, many of the mitigation strategies they develop can be applied at the corridor or system-wide level.

15. For nonattainment TMAs, describe the process for addressing proposals for adding SOV capacity.

Currently the Florida-Alabama TPO is in attainment.

16. How have other travel demand reduction and operational management strategies been analyzed?

Please see the answer to question R.14.

17. When SOV capacity is warranted, how does the CMP demonstrate the analysis of travel demand reduction and operational management strategies?

Single Occupancy Vehicle capacity projects such as adding new lanes are not recommendations made by the Review/Study Team. Recommendations are low-cost operational improvements.

18. What mechanism(s) are in place for measuring performance of M&O goals and objectives?

Criteria are set in the Technical Ranking Table. TPO staff is attending training in May 2010 and may gain more experience from this workshop to enhance this item.

S. LIST OF OBLIGATED PROJECTS

1. Does the MPO prepare annually, a list of projects for which Federal funds have been obligated in the preceding year and publish it or otherwise make it available for public review? Where is it located?

Yes, annually this report is created by FDOT and provided to staff for inclusion in the TIP. The TIP is presented to all advisory committees and available for review at least 30 days prior to adoption. It is available for review on the WFRPC website and in local public libraries.

- What are the methods and sources of cost estimates?

Cost Estimates for use in the LRTP are developed by consultants. Cost Estimates for most projects within the TIP are developed by FDOT or ALDOT. Cost Estimates for the locally funded projects within the TIP are developed by the municipalities.

- Do revenue estimates reflect reasonable assumptions?

Yes

- Do the State and the transit operators provide the MPO with estimates of Federal and State funds available for the metropolitan area?

Yes

2. How is the Annual Listing of obligated projects made available to the public?

This is included as an appendix in the TIP and is therefore publicly available.

3. Have there been any public comments on the listing? If so, how are such comments used in assessing the metropolitan transportation planning process?

There have been no such comments.

T. Intelligent Transportation System (ITS)

1. How is the regional ITS architecture being used in the transportation planning process (23 CFR 940.5)?

The TPO has adopted a resolution supporting the development of ITS and endorsing the National and Regional ITS Architecture for the development of such systems. Currently there is an ITS Plan underway conducting a survey of existing ITS deployment in the Florida-Alabama TPO as well as the other two TPOs in our area. The purpose of this survey will be to document the existing ITS communications network, equipment and staffing in the TPO planning areas. Existing operations and maintenance costs will be identified.

2. How are the changes to the Regional ITS architecture being documented and processed?

The ITS Plan currently underway will have a list of recommendations and associated costs for ITS communication network improvements needed to fully implement ITS within each TPO planning area with regional connections between each area. An evaluation and recommendation for leased, shared or owned communication lines will be made for each TPO planning area and regional connection. The evaluation will describe the things that need to be considered to make a decision and the pros and cons of different options will be included.

The memorandum below describes FDOT's established process by which the Statewide and Regional ITS Architectures are maintained and updated. This is the responsibility of FDOT's Central Office.

Florida Department of Transportation

CHARLIE CRIST

GOVERNOR

605 Suwannee Street

Tallahassee, FL 32399-0450

STEPHANIE KOPELOUSOS

SECRETARY

MEMORANDUM

Date: September 13, 2007

To: District ITS Program Managers

From: Trey Tillander, TEOO ITS Section

Subject: Update Process for Florida's Statewide ITS Architecture

This memorandum is intended to act as a reminder of the process for ensuring that all intelligent transportation system (ITS) projects within the District, including projects involving all local stakeholder agencies, are in compliance with *Part 940 of Title 23 of the Code of Federal Regulations (23 CFR Part 940)* regarding systems engineering and ITS architectures. All ITS and related projects must comply with this regulation in order to receive federal funding.

In early 2006, the Florida Department of Transportation (FDOT) completed an update of the Statewide ITS Architecture (SITSA) for the entire state of Florida to ensure compliance with the federal requirements detailed in *23 CFR Part 940*. During the update, every effort was made to ensure that all ITS projects, both current and future, were included in the SITSA. However, given the dynamic nature of ITS, it is expected that changes to the recently updated SITSA will be necessary to incorporate unanticipated or newly identified projects. To ensure that all ITS projects are included in the SITSA and the SITSA remains in compliance with federal requirements; the FDOT has included the modification of the SITSA in the Change Management Board (CMB) process. (Refer to Figure 1 containing the CMB process flowchart.) This also allows the FDOT to reduce the potential need for major updates to the SITSA, except when there are changes to the National ITS Architecture (NITSA), by providing a process to allow smaller intermediate changes.

Memorandum to District ITS Program Managers

September 13, 2007

Page 2 of 2

For the process outline in Figure 1 to function properly, any changes to ITS projects or new ITS projects generated by any of the District ITS stakeholders must be sent to the District ITS Program Manager to start the change management process. For example, if a county has a new ITS project that is not identified in the SITSA, the county project manager should contact the District ITS Program Manager to start the update process.

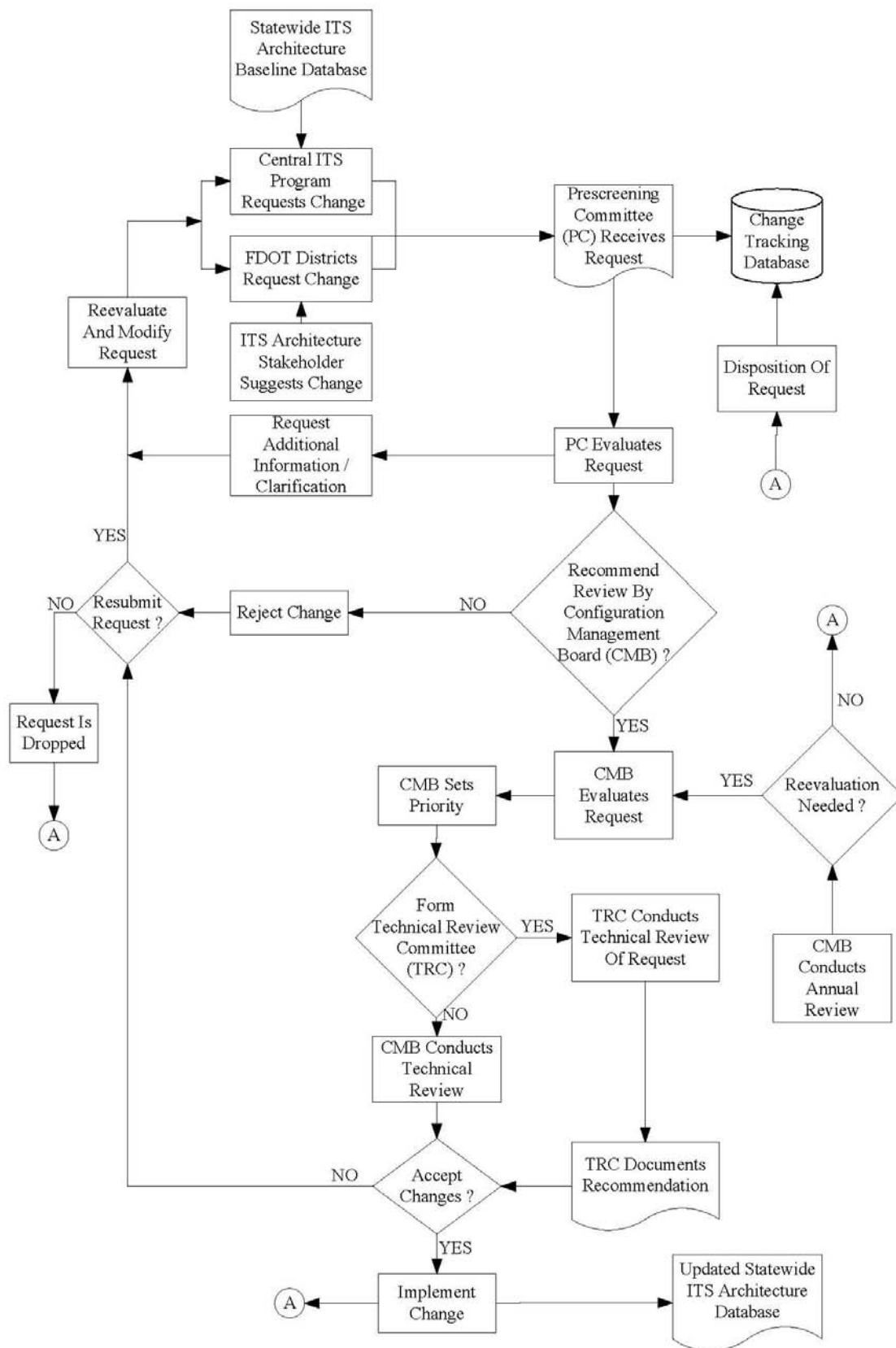
It is then the responsibility of the District ITS Program Manager to ensure that the request is processed by the CMB. It is important to remember that it is the project manager's responsibility to ensure that the project is included in the SITSA or that other arrangements are made to ensure that the project meets the federal requirements.

If you have any questions or concerns regarding the outlined process, please contact your District ITS Program Manager or Trey Tillander, FDOT ITS Software, Architecture, and Standards Coordinator, at (850) 410-5617 or via email at trey.tillander@dot.state.fl.us.

TF/plh

Attachment: Figure 1 — Change Management Board Process Flowchart

Figure 1 — Change Management Board Process Flowchart



3. Discuss current and future ITS efforts, activities, and plans.

The LRTP and TPO Priorities identify \$300,000 per year for implementation of traffic signal coordination and \$2,800,000 for deployment of an Advanced Traffic Management System (Phase 1) of the ITS Master Plan.

The ITS Plan currently underway will survey the existing ITS deployment in the Florida-Alabama TPO as well as the other two TPOs in our area. The purpose of this survey will be to document the existing ITS communications network, equipment and staffing the TPO planning areas. A list of recommendations and costs for ITS devices needed to fully implement ITS within each TPO planning area and regional connection will be made for future improvements. Operations and maintenance needs and associated costs required to support ITS deployment for each TPO planning area and regionally will also be evaluated. The evaluation of staffing needs will also address how many entities would control the system and the need for cooperation and coordination.

4. How are ITS activities coordinated in the MPO/TMA?

The ITS Plan currently underway will evaluate ITS systems not only in the Florida-Alabama TPO but on a regional level with the Okaloosa-Walton TPO and Bay County TPO to coordinate all systems.

5. How does the MPO ensure that all ITS projects are consistent with the regional ITS architecture?

The TPO has adopted a resolution supporting the development of ITS and endorsing the National and Regional ITS Architecture for the development of such systems. This is consistent with FDOT policy. The current ITS plan that is underway will assist with this.

6. What is the MPO's involvement with other ITS organizations in the region?

The ITS Plan currently underway is evaluating the Florida-Alabama TPO, Okaloosa-Walton TPO and Bay County TPO on an individual basis and in terms of regional coordination.

MPO staff attends a monthly construction/project update meeting at the local FDOT office in Milton. The implementation, construction and operational status of FDOT funded ITS projects is discussed in detail.

MPO staff also attends monthly meetings of a working group for implementation of a MPO-wide signal coordination ITS project. The group members represent multiple jurisdictions in the MPO area. The group decides which signals and networks of signals get priority for what level of study and improvement. The group is about to begin Phase 3 of the project. Each phase takes about two years to complete.

7. What types of public outreach activities has the MPO facilitated with respect to ITS?

Consultants working on the ITS Plan currently underway have held project kick-off presentations to the Florida-Alabama TPO, Okaloosa-Walton TPO and Bay County TPO and their Advisory Committees explaining the purpose of the plan and to receive input from the committees that will assist in plan development. Coordination with local governments is ongoing during the plan development. The ITS Master Plan is presented to all committees as a draft and recommendation for final approval to the TPO.

8. How is the planning/consideration of ITS being mainstreamed and incorporated into the overall planning process? (LRTP, TIP, UPWP, CMP)

The ITS Plan currently underway will be incorporated into the plans referenced giving a guide to ITS in each TPO and the region.

Note: FHWA guidance recommends review every 2 years, and update every 4 years. The update should be done prior to update of new TIP in order to incorporate ITS projects into TIP and LRTP.

U. Freight Planning

1. What is the MPO's concept of freight planning and how is it being implemented?

The TPO's concept for freight planning is to take a regional approach in partnership with the Okaloosa-Walton TPO and Bay County TPO. A Regional Freight Network Plan has been developed and adopted by each TPO that identifies transportation improvements needed to enhance the economic competitiveness of the region as a whole with a plan for specific improvements within each TPO planning area from Pensacola to Panama City. Transportation improvements identified in the Plan are being incorporated into all TPO planning processes to ensure they are given a high level of consideration in project selection and prioritization.

2. Does the MPO have dedicated staff for freight planning?

The TPO has a staff person dedicated to do freight planning but that is not their only duty.

3. How does the MPO incorporate/address the freight related goals and objectives of the Strategic Intermodal System (SIS) and the Florida Transportation Plan (FTP)?

The Regional Freight Network includes all SIS facilities.

4. What process does the MPO use to identify and analyze existing and projected goods movement in the region?

Development of the Regional Freight Network Plan included acquiring a Transearch data base maintained by HIS Global Insight from FDOT, which provides data on goods movement at the county level. The data were used to identify the top five commodities shipped in each TPO area and the associated economic activity centers. The existing and future level of service on Regional

Freight Network connections to the activity centers was evaluated and used to prioritize needs identified by the Freight Stakeholders.

5. How are freight providers and freight stakeholders engaged to participate in the development of the LRTP, TIP, and other MPO products?

Freight Stakeholders were identified in each TPO planning area to provide input to the development of the Regional Freight Network Plan, including public and private representatives of all modes. Two Stakeholder meetings were held in each TPO planning area and they were notified that the draft Plan was posted for review and comment on the TPO website. The Stakeholders will be added to the Interested Parties List for the TPO and will be notified of all TPO meetings.

6. What level of participation from the freight community has the MPO experienced?

During development of the Regional Freight Network Plan there was not very good participation at the Freight Stakeholder meetings or response to the survey posted on the TPO website. However, personal interviews were conducted in each TPO planning area by the project consultant to identify needs. A total of 27 interviews were conducted, including 6 public agencies, 15 private firms or economic development organizations, and 6 intermodal operators or military bases.

7. Please identify the freight providers and partners in the MPO area.

A table identifying the Florida-Alabama TPO Regional Freight Network Plan Stakeholders is attached. (Attachment 14)

8. How does the MPO explore the need for enhanced intermodal connectivity by identifying major facilities serving air, rail, transit, and freight and demonstrating the linkages between these modes?

This is accomplished through LRTP updates and enhanced by development of the Regional Freight Network Plan. See attached map. (Attachment 15)

9. How does the MPO assess the future demand placed on intermodal links and identify specific projects to facilitate access to these facilities?

The Long Range Transportation Plan Model is a highway only model. However, the TPO uses the model to assess the future demand placed on intermodal links and identifies specific projects to facilitate access to intermodal facilities. This is accomplished by obtaining projections of future growth from the Port of Pensacola, Pensacola Gulf Coast Regional Airport, Peter Prince Field, and estimating future travel demand at the traffic analysis zone level in LRTP Updates. These intermodal facilities are often designated as special generators in the model. Transportation improvements are identified to the intermodal links to these facilities to address future travel deficiencies. Projects on the Regional Freight Network are given additional points in the Evaluation Criteria, which is attached. (See Attachment 8)

10. Explain how the MPO's efforts can improve freight movement and economic growth in the MPO area/region.

The Regional Freight Network Plan identifies economic activity centers and a regional freight network. Transportation improvements identified in the Plan are being incorporated into all TPO planning processes to ensure they are given a high level of consideration in project selection and prioritization to enhance the economic competitiveness of the region

11. Has the MPO conducted a freight goods and services study? If so please detail:

The Regional Freight Network Plan included identification of the top five (5) commodities shipped in each TPO area and identified the associated economic activity centers.

- When the study was conducted.

The Plan was conducted during 2009 and 2010 and adopted by the Florida-Alabama TPO, Okaloosa-Walton TPO and Bay County TPO in April 2010.

- What were the conclusions from the study

The Plan identified a Regional Freight Network to be given higher priority in LRTP updates and short term improvements to be implemented as traffic operations improvements. A copy of the freight plan will be provided to the members of the stakeholders committee.

- What findings have been implemented?

Long range plan major capacity improvements will be identified in LRTP updates and short range improvements will implemented through traffic operations studies, congestion management system plans and corridor management plan projects, etc.

12. If the MPO has not conducted a freight goods and services study for the area, where and when will the study be conducted?

NA

V. Safety Considerations in the Planning Process

1. Describe the collaborative process for developing safety goals, objectives, performance measures, and strategies.

A focus group meeting was held on August 19th, 2009 at the West Florida Regional Council to identify issues to be addressed in the crafting of the Transportation Blueprint 2035. The Technical Coordinating Committee members including Santa Rosa County, Escambia County, the City of Pensacola and the Pensacola Area Chamber of Commerce provided specific

written comments. Question 4, below, lists the LRTP Update Safety Goal and related Objectives.

The most collaborative process for addressing safety is through the Community Traffic Safety Team. This is where strategies are identified and deployed.

- What entities are involved?

FDOT, TPO and numerous community partners. Members of the Community Traffic Safety Teams are law enforcement, school officials, TPO staff, health officials, local government staff, members of the general public, and the Florida Department of Transportation serves in an advisory capacity as a non-voting member.

- What do they contribute?

Focus is on Engineering, Education, Emergency Management and Enforcement. Team members support these efforts in various ways.

- Is the collaboration institutionalized or ad hoc?

Institutionalized and supported by FDOT District Office for our area.

2. How is safety measured and evaluated throughout the 3-C planning process?

Safety will be measured utilizing the FDOT Statewide Crash Data. Safety is evaluated through various planning processes including corridor management, congestion management, and bicycle/pedestrian planning. Also, staff participates on the Community Traffic Safety Team for the urbanized area.

3. How are potential safety impacts of alternative project and plan scenarios projected and evaluated?

One way is during the LRTP process, one criterion for evaluation is projects that support hurricane evacuation. Hurricane evacuation times will be considered.

4. Is safety an explicit goal in your planning process (LRTP and TIP)?

Yes. Goal G: Enhance the safety and security of the transportation system.

Objective G.1: Encourage capital investments that will increase the safety and security of the transportation system.

Objective G.2: Maximize the safety for pedestrians / bicyclists by encouraging the creation of bicycle lanes and separating sidewalks / mixed-use paths from roadways.

Objective G.3: Encourage the use of technologies that can increase transportation safety, such as automatic road enforcement and emergency vehicle notification systems.

Objective G.4: Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.

Objective G.5: Ensure that the regional transportation system can accommodate an efficient evacuation in an emergency.

In regards to the TIP, all of the projects within the TIP originate from the LRTP, so the referenced answer (W.7) also applies to the projects in the TIP.

5. How was the safety goal framed and defined (e.g., safety outcomes such as deaths and serious injuries vs. number of crashes overall)?

Based on Federal Planning Factor #2.

- a. Are the outcomes consistent with the Strategic Highway Safety Plan (SHSP goals)?

***Yes, see Chapter 13 of the 2025 LRTP Final Report. (Attachment 16)
This documentation will be included in the 2035 LRTP as well.***

- b. Who was involved in the process in the development of the safety goal?

The Citizens Advisory Committee and the Focus Group based upon direction of the TPO Staff.

6. Is safety included as a discussion topic in the public involvement and outreach activities of the MPO?

Public outreach often captures citizen concerns regarding safety at certain, specific locations. When that occurs, the comment is forwarded to the proper entity to handle the issue. (Attachment 17)

7. Is the safety goal multimodal as well as intermodal? For example, do planners address highways, transit, bicycles and pedestrians, as well as integrated operations?

Safety, as well as other planning factors, spans the modes.

8. Does the plan include strategies and implementation steps specifically related to achieving the safety goal? (Checklist)

Performance Measures are not a requirement of the LRTP. Implementation Steps for 2025 were included for informational purposes. Development of a Transportation Safety Database has been discussed internally and will be undertaken in this fiscal year.

9. What safety databases and variables (e.g., fatalities, serious injuries, crash rates, crash hot spots, collision inventories, pedestrian injuries, behavior statistics, driver's age, location, GIS, roadway inventory data, etc.) do you consider in the planning process and how is the data used?

During Corridor Management Plan development crash reports for at least a two-year period were reviewed and summarized in three categories:

- ***Crashes @ Signalized Intersections;***

- **Crashes @ Unsignalized Intersections;**
- **Crashes between Intersections.**

Also, injuries and fatalities were noted.

As stated previously, staff is investigating expanding access to a data base whether that of FDOT Safety Office or purchasing from a private source.

Upon implementation of plan improvements, annual review of safety measures could take place to determine if improvements resulted in safer conditions.

As a side note, drainage as a safety issue is also accounted for.

W. Security Considerations in the Planning Process

1. Does the MPO give special emphasis to Strategic Highway Network (STRAHNET) facilities in the planning process?

In the LRTP, one of the ranking criteria deals with STRAHNET which is attached.

2. How are security issues considered in the TMA's planning, programming and decision making processes?

The LRTP 2035 Update addresses security in Goal H: Enhance the Security of the transportation system.

Objective H.1: Communicate with the seaports, airports and other points of entry to the transportation system to coordinate and, where possible, improve the security measures at these points.

Objective H.2: 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.

See #1. Also, the transit authority is required to spend a certain amount of funding on security or explain why it is not necessary.

3. How is the MPO promoting security with its transportation partners?

Within the transit realm, the TPO began hosting an annual Transit Roundtable in 2008. The original focus was safety and security. The topics discussed have grown but the Roundtable is in its third iteration.

4. In the case of a terrorist attack or major natural disaster, or a fire etc., does the MPO have a Continuation of Operations Plan (COOP)?

Yes, the TPO adopted a COOP on September 9, 2009.

5. Have you tested your COOP?

No, it has not been tested.

- What, if any, changes were made to the COOP based on your test(s)?

NA

- If your COOP has not been tested, are there plans to test it? (please explain)

We are planning to do some minor updates to the COOP this year and will plan a test after those updates have been adopted.

6. Is the MPO participating in any security studies, reviews, or updates with their freight or transportation providers (such as transit, seaports, rail, airports)? If so, please provide a brief description.

Not at this time.

7. Is security an explicit goal in your planning process and your LRTP? (Checklist). Does the plan include strategies and implementation steps specifically related to achieving the security goal?

Yes, Goal G of the 2035 LRTP (see #2 above) and Goal 3 of the 2025 LRTP. The Goals and Objectives for the 2025 LRTP are attached. Implementation Steps are not a requirement for the LRTP but were included in the 2025 LRTP for informational purposes. (Attachment 18)

8. Do the process and plan include security performance measures? If so, what specific metrics are used?

Not in the LRTP since legislation does not require it. However, recently a performance measures workshop for the transportation model was held in Tallahassee. Therefore, in the future this may be addressed.

9. How is security evaluated throughout the 3-C planning process?

TPO staff will communicate with the Regional Domestic Security Task Force to open a dialogue on security planning and implementation in the region and its appropriate interface with TPO plans. Also, a potential contact would be the State Emergency Response Committee (SERC) that deals primarily with hazardous materials.

10. Is the potential security impact of alternative project and plan scenarios projected and evaluated?

Point of discussion.

11. Is security data collected and maintained for use in the planning process?

Not at this time.

12. Describe the collaborative process for developing security goals, objectives, performance measures, and strategies.

Point of discussion.

- What entities are involved?

Point of discussion.

- What do they contribute?

Point of discussion.

- Is the collaboration institutionalized or ad hoc?

Point of discussion.

13. How are you interacting with Homeland Security?

To date there has not been interaction with Department of Homeland Security.

X. DOT/MPO Annual Self Certifications

1. How are the transit authority, State DOT, and other transportation partners involved?

FDOT and the TPO do a Joint Certification, rather than a Self-Certification. The transit authority has not been actively involved in this annual certification.

- Is there an opportunity for public comment? If so, how are comments addressed?

There has not historically been formally noticed public involvement workshops associated with this activity. TPO staff can discuss with FDOT a mechanism for receiving public comment on an annual basis.

2. Does the MPO have processes, procedures, guidelines, and/or policies that address Title VI, ADA, DBE, lobbying, and other regulatory requirements?

Certifications for Title VI, DBE and lobbying are included annually in the UPWP. The TPO does have a Title VI Plan. Furthermore, these issues are addressed in the Public Participation Process adopted by the TPO and scheduled for an update in the coming year.

- How are these documented and applied?

In the Certifications, Plan and Process noted above.

3. What supporting documentation/information is provided to the MPO policy board when the Self-Certification is approved?

The report, collaboratively developed by FDOT and TPO staffs, is included in the UPWP that is reviewed by the TPO and advisory committees.

- Is the policy board provided with background information and documentation on what is required in the planning process by various laws? When and how?

This process takes place during orientations, both group and individual, with TPO members.

- Is documentation to support the Self-Certification provided to the policy board and the public?

Again, this is a Joint Certification process. The report, collaboratively developed by FDOT and TPO staffs, is included in the UPWP that is reviewed by the TPO and advisory committees.

Y. Emerging Issues/Planning Considerations (Climate Change and Livability)

In anticipation of upcoming Federal programs, policies, and/or legislation that will likely promote the integration of “livability” and complementary considerations into the transportation planning process, the Federal Review team would like to assess the efforts of the TMA in addressing these issues and concepts through the planning process.

In addition to responding to the following questions, please feel free to document below any best practices or strategies that the MPO may be currently promoting as it pertains to transportation and livability.

1. What, if any, environmental mitigation strategies have been included in the LRTP?

See Chapter 12 of the LRTP Final Report which refers the ETDM Process. (Attachment 19)

2. In coordination with, or even outside of, the “traditional” transportation planning process, how are issues related to “smart growth,” context-sensitive solutions, “green” infrastructure, “complete streets,” transit-oriented development, etc., considered, advanced, or supported through the MPO, State DOT, transit operator(s), local jurisdictions, or other organizations in your planning region?

Point of discussion. The TPO along with the Regional Planning Council is investigating application for the HUD Sustainable Communities grant.

3. Please identify any consideration of greenhouse gas (GHG) emissions and efforts to reduce or mitigate emissions, as well as projects which will adapt the transportation system to possible consequences of climate change.

In development of the 2035 Long Range Transportation Plan Goals and Objectives, the following was included as narrative in the Goals and Objectives Technical Report.

Climate Change: Much attention has been given by all levels of government to the issue of climate change and how it affects all aspects of life, including the transportation system. Legislation was recently passed in Florida that encourages each TPO to consider strategies that integrate transportation and land use planning in their LRTP to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional and local planning. As a result, it is anticipated that the TPO LRTP Updates will include discussions and strategies aimed addressing this

issue. FHWA also supports and recognizes the importance of exploring the effects of climate change on transportation, as well as the limited environmental resources and fuel alternatives. FHWA's recently released report; "Integrating Climate Change Considerations into the Transportation Planning Process" (www.fhwa.dot.gov/hep/index.htm) serves as a good resource on this topic. These emerging issues were considered and addressed in the formulation of the Goals for the Florida-Alabama TPO 2035 Long-Range Transportation Plan Update. The following table shows which Transportation Blueprint 2035 Goals correspond to the emerging issues outlined above.

Table 3 Emerging Issues Incorporation in Transportation Blueprint 2035

Emerging Issue	Corresponding LRTP Goal
Indirect & Cumulative Impacts	Goals #C & D
Multimodal Feasibility	Goal #B
Performance Measurement	Goal #C
Air Quality	Goal #E
Climate Change	Goal #C

4. Describe travel demand management (TDM) and land use strategies identified in the CMP as actual or potential tools in mitigating congestion.

There are numerous technologies and economic and administrative policies that have been used internationally to manage congestion. These congestion management strategies improve the operating efficiency of the existing infrastructure, modes and services. Improvement is achieved in three ways:

1. *Increasing use of alternatives to Single Occupancy Vehicles (including public transit, carpooling and bicycling and walking).*
2. *Altering trip patterns through such measures as land-use policies, flexible work hours, telecommuting and congestion pricing.*
3. *Improving traffic flow by synchronizing signals, implementing Intelligent Transportation Systems (ITS) or intersection re-configuration.*

There are two categories of congestion management strategies, those that focus on the demand-side and those that focus on the supply side. Demand side measures reduce the number of travelers using the system by increasing vehicle occupancy, increasing transit ridership and altering travel patterns (time of day facility is used). Supply-side measures increase the capacity (supply) of the transportation system by adding new lanes or roadways in order to improve traffic flow.

Developing a comprehensive plan including both demand and supply-side strategies is the challenge undertaken by the Congestion Management Process Study Team. Examples of strategies the team might consider are:

- *Transportation demand management techniques*
- *Intersection operational improvements, signing alterations*
- *Access management issues*

- ***Transit options***
- ***Encouraging bicycle and pedestrian travel***

While the team identifies the most congested areas by specific location on the transportation network, many of the mitigation strategies they develop can be applied at the corridor or system-wide level.

5. What coordination, if any, has been achieved with the transit operator, a local jurisdiction, or other organization to foster TDM programs or land development design/patterns to reduce congestion or reduce VMT growth rates?

While there is no direct coordination pertaining to TDM and VMT with Escambia County Area Transit and local governments both parties are invited to the Review/Study Team process and can provide any input through that mechanism.

6. To what degree have jurisdictions within the TMA adopted climate change mitigation or greenhouse gas (GHG) emission reduction goals or plans?

To date, local jurisdictions have not adopted referenced goals or plans.

- Does the MPO coordinate any activities or plans of the local member jurisdictions relating to reducing GHGs through the transportation planning process?

Not at this time.

- Does the MPO have a regional GHG reduction goal or is this being considered? If so, is this effort coordinated with other entities?

Point of discussion.

- Does the transportation planning process consider affordable housing plans or involve agencies/organizations responsible for identifying or addressing housing needs and options?

The TPO relies on local government planning contacts and TCC members to keep apprised of affordable housing plans within their jurisdictions.

7. Overall, what is the level of “consciousness” and concern about going “green” in your region, State, among local member jurisdictions, or the general public? How does this affect (or not) the transportation planning process?

This is a very subjective question. The level of consciousness is elevated from a point in time ten or twenty years ago. Ironically, this question is being addressed during the time of the BP Oil spill in the Gulf of Mexico. Going green may look much more appealing and feasible now that the fear of oil on our white sands is very real.

Z. Requested Documents and Information

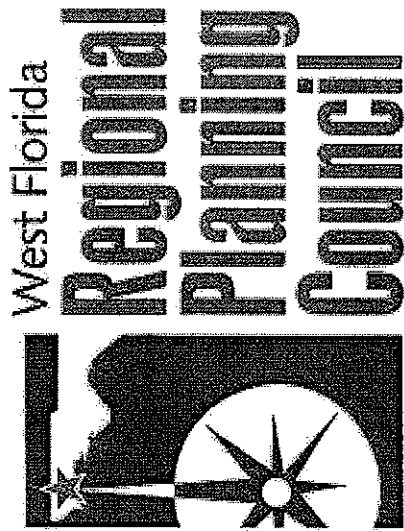
In order to prepare for the review, the review team will need to evaluate the most recent versions of various documents and other information in advance. The following list summarizes the documents/information requested.

1. Documentation designating the urbanized area as a MPO.
 - a. All MPO agreements defining planning and programming responsibilities with other agencies
 - ❖ Operators of public transit services
 - ❖ State DOT
 - ❖ Local Governments
 - ❖ Staffing
 - ❖ Others (Legal Services, etc.)
 - b. Status/documentation of agreements related to the expanded TMA/UA, State, other planning agencies, etc. as applicable.
 - c. MPO structure and voting membership of the Policy Committee, including bylaws for the MPO technical, policy, and any other committees. Please include latest version of the MPO's MOU and any related bylaws and procedures referenced in the MOU.
2. Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP); LRTP and TIP project selection and/or development procedures, and scopes.
3. Latest Congestion Management Process (CMP) and scopes for development of update to the CMP.
4. Public Involvement Plan (including a portfolio for the Certification Review i.e. newsletters, meetings, etc)
5. Other materials/documents that would be useful to the Review Team to address the review questions/items:
 - a. Title VI procedures
 - b. Boundary Maps for the MPO (also provide in electronic format)
 - c. Continuity of Operations Plan (COOP).

2010 Certification Attachments and Page Reference

- Attachment 1 - WFRPC and Transportation Division Organization Charts - Page 8***
- Attachment 2 - TPO and Advisory Committee Membership Rosters - Page 8***
- Attachment 3 - WFRPC/TPO Staff Services Agreement - Page 9***
- Attachment 4 - Chapter 8: Human Resources Processes of the WFRPC Employee Handbook - Page 10***
- Attachment 5 - Matrix in the TPO Long Range Transportation Plan (LRTP) demonstrating how the SAFETEA-LU factors are addressed in the Goals and Objectives of the Plan - Page 12***
- Attachment 6 - 2035 LRTP Financial Resources Report - Page 14***
- Attachment 7 - Chapter 9: Final LRTP Report (illustrating the process of amending the LRTP) - Page 16***
- Attachment 8 - Section 1.4.4 of the 2025 LRTP and Adopted Evaluation Criteria - Page 18***
- Attachment 9 - Summary of Land Use Subcommittee meetings for the 2035 Florida – Alabama LRTP Update - Page 20***
- Attachment 10 - ETDM Data Sets - Page 26***
- Attachment 11 - Goals of the LRTP consider the SAFETEA-LU planning factors. A matrix is included in the UPWP that addresses the relationship of each task to the appropriate planning factor. The LRTP's goals are based on the SAFETEA-LU planning factors. The two documents are complementary. - Page 30***
- Attachment 12 - Public Involvement Quarterly Report Sample - Page 31***
- Attachment 13 – Sign-In Sheet from February 2010 Title VI training held at the WFRPC in Pensacola - Page 39***
- Attachment 14 - Florida-Alabama TPO Regional Freight Network Plan Stakeholders - Page 62***
- Attachment 15 - Regional Freight Network Map - Page 62***
- Evaluation Criteria addresses Freight – Page 62 (See Attachment 8)***
- Attachment 16 - Chapter 13 Safety: 2025 LRTP Final Report - Page 65***
- Attachment 17 - Examples of Public Outreach Comment Cards - Page 65***
- Attachment 18 - Goals and Objectives for the 2025 LRTP. Implementation Steps are not a requirement for the LRTP but were included in the 2025 LRTP for informational purposes. Page 67***
- Attachment 19 - Chapter 12 Environmental Mitigation: LRTP Final Report (refers to the ETDM Process) - Page 69***

WEST FLORIDA REGIONAL PLANNING COUNCIL



**EXECUTIVE DIRECTOR
TERRY JOSEPH**

ADMINISTRATION

Finance Director
Dawn Schwartz

Human Resources Coordinator
Wendy Peterson

Accountant
Tamara Fluharty

Administrative Professional
Dolores Monaco

Accounting Clerk
Tamie Glover
Deb Brown

COMPREHENSIVE PLANNING

John Gallagher, Director

Senior Planner
Cynthia Williams

Regional Planner
Mary Gutierrez
Kathleen Ahlen
Alan Gray
Bill Compton
Jim Crumlish

TRANSPORTATION PLANNING

Mary Robinson, Director

Senior Planner
Gary Kramer
Rob Mahan
Mary Beth Washnock
Robert Baronti

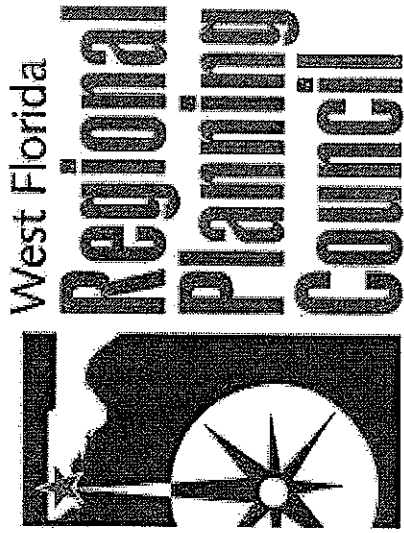
GIS Coordinator
Jessica Paul

Regional Planner
Dan Deanda
Hope Stewart
Julia Pearsall
Rhonda Grice
Tonya Ellis
Brian Youpatoff
Elizabeth Schrey
Christy Johnson

Planning Technician
Gina Watson
Taye Warfield
Michelle Darlington

Admin. Professional
Dorothy McKenzie
Ellie Roberts
Amy Brown

WFRPC Transportation Division



DIRECTOR
Mary Robinson

ADMIN

Dorothy McKenzie

Public Transportation

Rob Mahan - Senior Planner

Trans Disadv.
Julia Pearsall

Commuter Asst.
Dan Deanda
Hope Stewart

BCTPO
VACANT

TDP/TDSP/Misc
Tonya Ellis

TPO/Admin and Activities

Mary Beth Washnock & Robert Baronti- Senior Planners

Public Involvement
Rhonda Grice (ETDM)*
Gina Watson

ADMIN

Ellie Roberts

ADMIN

Amy Brown

Cong/Corr Mgmt
Bike Ped/ITS
VACANT

TIP/Priorities
Elizabeth Schrey

Data/Records Mgmt
Taye Warfield

Long/Short Range Plans

Gary Kramer- Senior Planner

Air Quality/TSM/
LRTIP
Christy Johnson

IT Support
Michelle Darlington

ETDM*

Special Projects

Jessica Paul -GIS Coordinator
(ETDM)*

Brian Youpatoff - Planner
Freight/ CMP/Misc

*ETDM: Mapping- JP; Need and Purpose- EF; Socio Culture Effects- RG; Rural Work Program- MBW, CJ, BB; CTST- BB, BY

Florida-Alabama TPO Voting Members



BALDWIN COUNTY COMMISSION

CHARLES F GRUBER COMMISSIONER
BALDWIN COUNTY COMMISSION
201 E SECTION AVE
FOLEY AL 36535
Phone 251-943-5061 x 2804 Fax 251-972-6842
Email cgruber@co.baldwin.al.us

CITY OF GULF BREEZE

BEVERLY ZIMMERN MAYOR
CITY OF GULF BREEZE
P O BOX 640
GULF BREEZE FL 32562
Phone 850-934-5115 Fax 850-934-5114
Email mayor@ci.gulf-breeze.fl.us

CITY OF MILTON

GUY THOMPSON MAYOR
CITY OF MILTON
P O BOX 909
MILTON FL 32572-0909
Phone 850-623-4507 Fax 850-626-9584
Email mayorg75@aol.com

CITY OF PENSACOLA

RONALD TOWNSEND COUNCIL MEMBER
CITY OF PENSACOLA
1400 NORTH G STREET
PENSACOLA FL 32501
Phone 850-434-7893 Fax 850-434-7893
Email rtownsend@ci.pensacola.fl.us

P C WU COUNCIL MEMBER

CITY OF PENSACOLA
3960 POTOSI ROAD
PENSACOLA FL 32504
Phone 850-477-5279 Fax 850-435-1611
Email pcwu@ci.pensacola.fl.us

DIANE MACK COUNCIL MEMBER

CITY OF PENSACOLA
121 MANGO STREET
PENSACOLA FL 32503
Phone 850-438-0207 Fax 850-436-7811
Email dmack@ci.pensacola.fl.us

LARRY B JOHNSON COUNCIL MEMBER

CITY OF PENSACOLA
1920 E DESOTO ST
PENSACOLA FL 32501
Phone 850-478-8592 Fax 850-435-1611
Email ljohnson@ci.pensacola.fl.us

SAM HALL COUNCIL MEMBER

CITY OF PENSACOLA
4140 FERN COURT
PENSACOLA FL 32503
Phone 850-435-1603 Fax 850-435-1611
Email shall@ci.pensacola.fl.us

ESCAMBIA COUNTY COMMISSION

GENE VALENTINO COMMISSIONER
ESCAMBIA BOARD OF COUNTY COMMISSIONERS
P O BOX 1591
PENSACOLA FL 32502-1591
Phone 850-595-4920 Fax 850-595-4923
Email gene_valentino@co.escambia.fl.us

MARIE YOUNG COMMISSIONER
ESCAMBIA BOARD OF COUNTY COMMISSIONERS
P O BOX 1591
PENSACOLA FL 32502-1591
Phone 850-595-4930 Fax 850-595-4795
Email marie_young@co.escambia.fl.us

WILSON ROBERTSON COMMISSIONER
ESCAMBIA BOARD OF COUNTY COMMISSIONERS
P O BOX 1591
PENSACOLA FL 32502-1591
Phone 850-595-4910 Fax 850-595-0478
Email wilson_robertson@co.escambia.fl.us

KEVIN WHITE COMMISSIONER VICE CHAIRMAN
ESCAMBIA BOARD OF COUNTY COMMISSIONERS
P O BOX 1591
PENSACOLA FL 32502-1591
Phone 850-595-4950 Fax 850-595-4204
Email kevin_white@co.escambia.fl.us

GROVER C ROBINSON COMMISSIONER
ESCAMBIA BOARD OF COUNTY COMMISSIONERS
P O BOX 1591
PENSACOLA FL 32502-1591
Phone 850-595-4940 Fax 850-595-4908
Email district4@co.escambia.fl.us

Florida-Alabama TPO Voting Members



SANTA ROSA COUNTY COMMISSION

JIM WILLIAMSON COMMISSIONER

SANTA ROSA BOARD OF COUNTY COMMISSIONER

6495 CAROLINE STREET STE M

MILTON FL 32570-4592

Phone 850-983-1877

Fax 850-983-1856

Email comm-williamson@santarosa.fl.gov

DON SALTER COMMISSIONER

CHAIRMAN

SANTA ROSA BOARD OF COUNTY COMMISSIONER

6495 CAROLINE STREET STE M

MILTON FL 32570-4592

Phone 850-983-1877

Fax 850-983-1856

Email comm-salter@santarosa.fl.gov

ROBERT COLE COMMISSIONER

SANTA ROSA BOARD OF COUNTY COMMISSIONER

6495 CAROLINE STREET STE M

MILTON FL 32570-4592

Phone 850-983-1877

Fax 850-983-1856

Email comm-cole@santarosa.fl.gov

LANE LYNCHARD COMMISSIONER

SANTA ROSA BOARD OF COUNTY COMMISSIONER

6495 CAROLINE STREET STE M

MILTON FL 32570-4592

Phone 850-983-1877

Fax 850-983-1856

Email comm-lynchard@santarosa.fl.gov

GORDON GOODIN COMMISSIONER

SANTA ROSA BOARD OF COUNTY COMMISSIONER

6495 CAROLINE STREET STE M

MILTON FL 32572-4592

Phone 850-983-1877

Fax 850-983-1856

Email comm-goodin@santarosa.fl.gov

Florida-Alabama TCC Voting Members

Florida-Alabama



Transportation Planning Organization

BALDWIN COUNTY

Planning Department

WAYNE DYESS DIRECTOR

BALDWIN COUNTY

312 COURTHOUSE SQUARE STE 12

BAY MINETTE AL 36507

Phone 251-937-9561

Fax 251-580-2500

Email wdyess@co.baldwin.al.us

Alternate:

CITY OF GULF BREEZE

City Manager's Office

EDWIN EDDY CITY MANAGER

CITY OF GULF BREEZE

P O BOX 640

GULF BREEZE FL 32562-0640

Phone 850-934-5115

Fax 850-934-5114

Email eaeddy@ci.gulf-breeze.fl.us

Alternate: David Szymanski - dszymans@ci.gulf-breeze.fl.us

CITY OF MILTON

City Manager's Office

BRIAN WATKINS CITY MANAGER

CITY OF MILTON

P O BOX 909

MILTON FL 32572-0909

Phone 850-983-5411

Fax 850-983-5469

Email brian.watkins@ci.milton.fl.us

Alternate: Randy Jorgenson - landplan@aol.com - CHAIRMAN

CITY OF PENSACOLA

Planning & Development Services

DON KELLY SENIOR URBAN PLANNER

CITY OF PENSACOLA

P O BOX 12910

PENSACOLA FL 32522

Phone 850-435-1675

Fax 850-595-1143

Email dkelly@ci.pensacola.fl.us

Alternate:

City Public Works

AL GARZA DIRECTOR

CITY OF PENSACOLA

2757 N PALAFOX STREET

PENSACOLA FL 32501

Phone 850-435-1755

Fax 850-595-1012

Email agarza@ci.pensacola.fl.us

Alternate:

City Traffic Engineering Office

LEE J SMITH ENGINEER

CITY OF PENSACOLA

2757 N PALAFOX ST

PENSACOLA FL 32501

Phone 850-435-1755

Fax 850-595-1012

Email ljsmith@ci.pensacola.fl.us

Alternate:

Pensacola Airport Manager's Office

MELINDA CRAWFORD AIRPORT DIRECTOR

PENSACOLA GULF COAST REGIONAL AIRPORT

2430 AIRPORT BLVD STE 225

PENSACOLA FL 32504

Phone 850-436-5000

Fax 850-436-5006

Email mcrawford@ci.pensacola.fl.us

Alternate:

Port of Pensacola

CLYDE MATHIS DIRECTOR

PORT OF PENSACOLA

P O BOX 889

PENSACOLA FL 32594

Phone 850-436-5070

Fax 850-436-5076

Email cmathis@portofpensacola.com

Alternate:

Planning & Development Services

SHERRY MORRIS PLANNING SERVICES ADMINISTRATOR

CITY OF PENSACOLA

P O BOX 12910

PENSACOLA FL 32522

Phone 850-435-1674

Fax 850-595-1143

Email smorris@ci.pensacola.fl.us

Alternate:

EMERALD COAST UTILITIES AUTHORITY

BILL JOHNSON

EMERALD COAST UTILITIES AUTHORITY

P O BOX 15311

PENSACOLA FL 32514-0311

Phone 850-476-5110

Fax 850-494-7335

Email bjohnson@ecua.org

Alternate:

Florida-Alabama TCC Voting Members

Florida-Alabama



Transportation Planning Organization

ESCAMBIA COUNTY

Bureau of Development Services

HORACE JONES DIVISION MANAGER

ESCAMBIA COUNTY

1190 W LEONARD STREET

PENSACOLA FL 32501

Phone 850-595-3625

Fax

Email hjones@co.escambia.fl.us

Alternate:

Emergency Management Office

JOHN DOSH CHIEF

ESCAMBIA COUNTY

6575 NORTH W STREET

PENSACOLA FL 32505

Phone 850-471-6400

Fax

850-471-6455

Email john_dosh@co.escambia.fl.us

Alternate:

ECAT Manager's Office

KENNETH GORDON GENERAL MANAGER

ESCAMBIA COUNTY AREA TRANSIT

1515 W FAIRFIELD DRIVE

PENSACOLA FL 32501

Phone 850-595-3228 x 214

Fax

850-595-3225

Email kenneth.gordon@veoliatransportation.com

Alternate: Nancy Lohr - nancy.lohr@veoliatransportation.com

County Traffic Engineering Office

DENNIS MOXLEY ENGINEER

ESCAMBIA COUNTY

1190 W LEONARD ST STE 1

PENSACOLA FL 32501

Phone 850-595-3429

Fax

850-595-3444

Email dkmoxley@co.escambia.fl.us

Alternate:

County School District

ROB DOSS TRANSPORTATION DIRECTOR

ESCAMBIA COUNTY SCHOOL DISTRICT

100 E TEXAR DRIVE

PENSACOLA FL 32503

Phone 850-469-5488

Fax

850-469-5661

Email rdoss1@escambia.k12.fl.us

Alternate:

County Transportation Planning Division

EUGENE HARRIS DIVISION MANAGER CHAIRMAN

ESCAMBIA COUNTY

1190 W LEONARD STREET

PENSACOLA FL 32501

Phone 850-595-3434

Fax

850-595-3218

Email eugene_harris@co.escambia.fl.us

Alternate: Tommy Brown - thomas_brown@co.escambia.fl.us

County Community Redevelopment Division

MARCIE WHITAKER DIVISION MANAGER

ESCAMBIA COUNTY

221 PALAFOX PLACE SUITE 305

PENSACOLA FL 32502

Phone 850-595-3217

Fax

850-595-3218

Email marcie_whitaker@co.escambia.fl.us

Alternate:

FL DEPT OF ENVIRONMENTAL PROTECTION

Air Quality Office

RICK BRADBURN

FL DEPT OF ENVIRONMENTAL PROTECTION

160 GOVERNMENTAL CENTER

PENSACOLA FL 32501-5794

Phone 850-595-8364

Fax

Email rick.bradburn@dep.state.fl.us

Alternate:

Wetland Resource Management Office

DARRYL BOUDREAU ASSISTANT DIRECTOR

FL DEPT OF ENVIRONMENTAL PROTECTION

160 GOVERNMENTAL CENTER STE 308

PENSACOLA FL 32502-5794

Phone 850-595-8300 x 1161

Fax

850-595-8417

Email darryl.boudreau@dep.state.fl.us

Alternate:

PENSACOLA BAY TRANSPORTATION

General Manager's Office

ROBERT DONES GENERAL MANAGER

PENSACOLA BAY TRANSPORTATION

3100 MCCORMICK STREET

PENSACOLA FL 32514

Phone 850-476-8130 X 216

Fax

850-484-2701

Email rdones@pensacolabaytransportation.com

Alternate:

Florida-Alabama TCC Voting Members

Florida-Alabama



Transportation Planning Organization

PENSACOLA CHAMBER OF COMMERCE

NATALIE PRIM VICE PRESIDENT
PENSACOLA AREA CHAMBER OF COMMERCE
P O BOX 550
PENSACOLA FL 32593-0550
Phone 850-438-4081 Fax 850-438-6369
Email nprim@pensacolachamber.com
Alternate:

PENSACOLA JUNIOR COLLEGE

Facilities Planning and Construction

TODD HARRINGTON PURCHASING COORDINATOR
PENSACOLA STATE COLLEGE
1000 COLLEGE BLVD
PENSACOLA FL 32504
Phone 850-484-1718 Fax
Email tharrington@pjc.edu
Alternate:

PENSACOLA NAVAL AIR STATION

Public Works Department

BRUCE STITT COMMUNITY PLANNING LIAISON OFFICER
PENSACOLA NAVAL AIR STATION
190 RADFORD ROAD BLDG 624
PENSACOLA FL 32508
Phone 850-291-4939 Fax
Email bruce.stitt@navy.mil
Alternate:

SANTA ROSA BAY BRIDGE AUTHORITY

GARNETT BREEDING DIRECTOR
SANTA ROSA BAY BRIDGE AUTHORITY
6025 OLD BAGDAD HWY
MILTON FL 32583
Phone 850-981-2718 Fax 850-981-2768
Email info@garconpointbridge.com
Alternate:

SANTA ROSA COUNTY

County Administrator's Office

HUNTER WALKER COUNTY ADMINISTRATOR
SANTA ROSA COUNTY
6495 CAROLINE STREET STE D
MILTON FL 32570-4592
Phone 850-983-1855 Fax 850-983-1856
Email hunterw@santarosa.fl.gov
Alternate:

Emergency Management Office

SHERYL BRACEWELL DIRECTOR
SANTA ROSA COUNTY
4499 PINE FOREST ROAD
MILTON FL 32583
Phone 850-983-5362 Fax 850-983-5352
Email sherylb@santarosa.fl.gov
Alternate:

County School Board

JUD CRANE
SANTA ROSA COUNTY SCHOOL DISTRICT
5544 FIREHOUSE ROAD
MILTON FL 32570
Phone 850-983-5130 Fax 850-983-5105
Email cranej@mail.santarosa.k12.fl.us
Alternate:

County Planning Office

BECKIE CATO DIRECTOR
SANTA ROSA COUNTY
6051 OLD BAGDAD HWY STE 201
MILTON FL 32583
Phone 850-981-7075 Fax 850-983-9874
Email bekiec@santarosa.fl.gov
Alternate: Nancy Model, nancym@santarosa.fl.gov - Vice Chairman

County Engineering Office

CHRIS PHILLIPS
SANTA ROSA COUNTY
6051 OLD BAGDAD HWY STE 300
MILTON FL 32583
Phone 850-981-7100 Fax 850-983-2161
Email chrisp@santarosa.fl.gov
Alternate: Roger Blaylock, rogerb@santarosa.fl.gov

Florida-Alabama TCC Voting Members

Florida-Alabama



Transportation Planning Organization

Public Works Office

STEPHEN L FURMAN ASST PUBLIC WORKS DIRECTOR

SANTA ROSA COUNTY

6075 OLD BAGDAD HWY

MILTON FL 32583

Phone 850-626-0191

Fax 850-623-1331

Email stephenf@santarosa.fl.gov

Alternate:

SANTA ROSA ISLAND AUTHORITY

General Manager's Office

WADE LANE SUPERINTENDENT

SANTA ROSA ISLAND AUTHORITY

P O BOX 1208

PENSACOLA BEACH FL 32561

Phone 850-932-4935

Fax

Email wade_lane@sria-fla.com

Alternate:

UNIVERSITY OF WEST FLORIDA

CHIP CHISM PARKING MANAGER

UNIVERSITY OF WEST FLORIDA

11000 UNIVERSITY PKWY

PENSACOLA FL 32514

Phone 850-473-7711

Fax

Email jchism@uwf.edu

Alternate:

Florida-Alabama CAC Members

SANDY BOYD

6508 RAINBOW AVENUE
PENSACOLA FL 32505
Phone 850-336-1523
Email sandykboyd@aim.com

MARLENE COLLINS

6722 JASMINE STREET
MILTON FL 32570-6677
Phone 850-626-9870
Email

VERNON COMPTON
FLORIDA TRAIL ASSOCIATION
5149 SANTA ROSA STREET
MILTON FL 32570
Phone 850-983-2557
Email vcompton@tnc.org

MICHAEL COONAN VICE CHAIRMAN

8693 MEADOWBROOK DRIVE
PENSACOLA FL 32514
Phone 850-377-1960
Email esad3@cox.net

JACK DEGASPARRE

5020 CHALLENGER WAY
PENSACOLA FL 32507
Phone 850-492-5930
Email jackde6@cox.net

BILL DUBOIS

4982 CREEKSIDE LANE
MILTON FL 32570
Phone 850-626-9853
Email wldubois@bellsouth.net

NITA ELLITHORPE

1953 GUSEMAN ROAD
GULF BREEZE FL 32563
Phone 850-565-0057
Email miamaxds1@bellsouth.net

DONALD H ESRY

3364 SANTA ROSA DRIVE
GULF BREEZE FL 32563-3336
Phone 850-932-0396
Email donjo_e@bellsouth.net

JIM HUNT

11659 WAKEFIELD DRIVE
PENSACOLA FL 32514
Phone 850-968-2133
Email jameschunt@cox.net

WARREN JERNIGAN

2210 WARREN JERNIGAN PLACE
PENSACOLA FL 32514
Phone 850-477-8376
Email whj1@bellsouth.net

PATRICK KOZMA

2552 ROSEDOWN DRIVE
CANTONMENT FL 32533
Phone 850-293-1550
Email kozma99@cox.net

BARBARA MAYALL

3011 WINDERMERE DRIVE
PENSACOLA FL 32503
Phone 850-433-7025
Email bjrbourgeois@cox.net

LAVETOR MOORE

3400 W YONGE STREET
PENSACOLA FL 32505
Phone 850-433-6613
Email

BUZZ MORLEY

9449 BAYVIEW DRIVE
LILLIAN AL 36549
Phone 251-961-1801
Email bmorley@gulftel.com

Florida-Alabama CAC Members

Florida-Alabama



Transportation Planning Organization

BRETT PRICE

930 GERHARDT DRIVE
PENSACOLA FL 32503
Phone 850-712-3601
Email jbrettprice@mac.com

VETE SENKUS

10083 ROOKERY ROAD
PENSACOLA FL 32507
Phone 850-497-9038
Email vsenkus@cox.net

THOMAS M STEINBERG

9812 GINKO DRIVE
PENSACOLA FL 32506
Phone 850-456-8222
Email sallieno@hotmail.com

LAIRD E WEISHAHN

2551 HOLLEY PLACE
NAVARRE FL 32566
Phone 850-396-7901
Email lweishahn@mchsi.com

DAVID LUTHER WOODWARD CHAIRMAN
THE LAW OFFICES OF DAVID LUTHER WOODWARD PA
P O BOX 4475
PENSACOLA FL 32507-0475
Phone 850-456-4010
Email WoodLaw@bellsouth.net

Florida-Alabama BPAC Members

THEO LETMAN

ECAT

1515 W FAIRFIELD DRIVE

PENSACOLA FL 32501

Phone

Fax

Email theo.letman@veoliatrtransportation.com

BAGDAD WATERFRONTS PARTNERSHIP

GLORIA COOK

BLACKWATER RIVER FOUNDATION INC

P O BOX 801

BAGDAD FL 32530

Phone 850-981-9915

Fax 850-981-9912

Email cooklibrary@att.net

BALDWIN COUNTY PLANNING DEPT

JULIE BATCHELOR

BALDWIN COUNTY

312 COURTHOUSE SQUARE STE 12

BAY MINETTE AL 36507

Phone 251-937-9561

Fax 251-580-2500

Email jbatchelor@co.baldwin.al.us

BLACKWATER HERITAGE TRAIL

MACK THETFORD

CHAIRMAN

UNIVERSITY OF FLORIDA

5988 HIGHWAY 90 BLDG 4900

MILTON FL 32583

Phone 850-983-5216 x 122

Fax 850-983-5774

Email thetford@bellsouth.net

CENTER FOR INDEPENDENT LIVING

SHERRI MYERS

CENTER FOR INDEPENDENT LIVING

3600 N PACE BLVD

PENSACOLA FL 32505

Phone 850-595-5566

Fax 850-595-5560

Email sherrim@cil-drc.org

CITY OF PENSACOLA

DON KELLY

CITY OF PENSACOLA

P O BOX 12910

PENSACOLA FL 32522

Phone 850-435-1675

Fax 850-595-1143

Email dkelly@ci.pensacola.fl.us

CITY OF PENSACOLA ENGINEERING

VACANT

Phone

Fax

Email

DISABLED CITIZENS

VACANT

Phone

Fax

Email

ECAT

VACANT

ESCAMBIA COUNTY AREA TRANSIT

1515 W FAIRFIELD DRIVE

PENSACOLA FL 32501

Phone 850-595-3228

Fax 850-595-3222

Email

ESCAMBIA COUNTY

DON CHRISTIAN

ESCAMBIA COUNTY

1190 W LEONARD STREET

PENSACOLA FL 32505

Phone 850-595-3436

Fax

Email dachrist@co.escambia.fl.us

THOMAS R BROWN

VICE CHAIRMAN

ESCAMBIA COUNTY

1190 W LEONARD ST STE 3

PENSACOLA FL 32501-1129

Phone 850-595-3434

Fax 850-595-3444

Email trbrown@co.escambia.fl.us

ESCAMBIA COUNTY CRA

PATRICK GRAHAM

ESCAMBIA COUNTY

1190 W LEONARD STREET

PENSACOLA FL 32501

Phone 850-595-3595

Fax 850-595-3218

Email patrick_graham@co.escambia.fl.us

Florida-Alabama BPAC Members

ESCAMBIA COUNTY RESIDENT(S)

ANNE B BENNETT

P O BOX 3571

PENSACOLA FL 32516

Phone 850-456-5620

Fax

Email

BARBARA MAYALL

3011 WINDERMERE DRIVE

PENSACOLA FL 32503

Phone 850-433-7025

Fax

Email bjrbourgeois@cox.net

LARRY BROWN

5725 MIFFLIN AVENUE

PENSACOLA FL 32526

Phone 850-944-4163

Fax

Email diswilldo@cox.net

JIM HUNT

11659 WAKEFIELD DRIVE

PENSACOLA FL 32514

Phone 850-968-2133

Fax

Email jameschunt@cox.net

FL DEPT OF TRANSPORTATION

ZENA RILEY

FL DEPT OF TRANSPORTATION

P O BOX 607

CHIPLEY FL 32428-0607

Phone 850-638-0250

Fax

Email zena.riley@dot.state.fl.us

GULF ISLANDS NATIONAL SEASHORE

NINA KELSON

GULF ISLANDS NATIONAL SEASHORE

1801 GULF BREEZE PKWY

GULF BREEZE FL 32561

Phone

Fax 850-932-9654

Email nina_kelson@nps.gov

LILLIAN ALABAMA RESIDENT(S)

VACANT

Phone

Fax

Email

PENSACOLA CHAMBER OF COMMERCE

VACANT

Phone

Fax

Email

PENSACOLA FREEWHEELERS BICYCLE CLUB

LLOYD MENGEL

7889 CHESTERFIELD ROAD

PENSACOLA FL 32506

Phone 850-453-4207

Fax

Email ka4jqj@bellsouth.net

PENSACOLA RESIDENT(S)

HUGH ED TURNER

2009 UNIVERSITY STREET

PENSACOLA FL 32504-8130

Phone 850-478-2373

Fax

Email huturn@juno.com

SANTA ROSA COUNTY PLANNING & ZONING

NANCY MODEL

SANTA ROSA COUNTY

6051 OLD BAGDAD HWY STE 201

MILTON FL 32583

Phone 850-981-7080

Fax 850-983-9874

Email nancym@santarosa.fl.gov

SCENIC HIGHWAY FOUNDATION

JEAN WALLACE

SCENIC HIGHWAY FOUNDATION

720 BAYOU BOULEVARD

PENSACOLA FL 32503

Phone 850-438-5855

Fax

Email hyerpointhouse@cox.net

Florida-Alabama BPAC Members

WEST FLORIDA WHEELMEN

ANGELA MURPHY

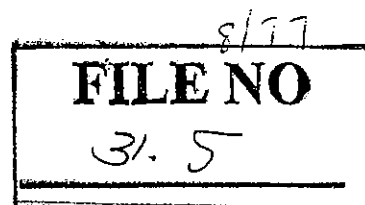
4325 STEPHENS ROAD

PACE FL 32571

Phone

Fax

Email



MEMORANDUM OF AGREEMENT

BETWEEN

THE PENSACOLA METROPOLITAN PLANNING ORGANIZATION

AND

THE WEST FLORIDA REGIONAL PLANNING COUNCIL

This Agreement entered into on the date specified herein by and between the Pensacola Metropolitan Planning Organization, hereinafter referred to as the MPO and the West Florida Regional Planning Council, hereinafter referred to as the Council, pursuant to the requirements of Federal Regulations (Volume 40, No. 181 - September 17, 1975; Section 450.108(b) page 42977) and its supporting regulations and Part 4 of OMB Circular A-95 as revised. The purpose of this Agreement is to provide the basis under which the MPO and the Council agree to cooperate in carrying out interrelated activities of transportation planning and programming development. The Federal Regulations, previously identified, require the MPO to execute and maintain an agreement with the A-95 agency that has been designated by the Office of Management and Budget. The A-95 agency for the Pensacola Urban Area is the West Florida Regional Planning Council.

It is hereby declared to be in the public interest and the purpose of this Agreement that the MPO and the Council jointly pledge their intention to cooperatively seek a maximization of the role of comprehensive planning to meet the transportation needs of the urban area.

Specific areas of agreement to coordinate respective activities are as follows:

1.00 STAFF SERVICES

The Council will provide all staff and staff services to the MPO for the development of the annual urban transportation planning unified work program for the Pensacola Urban Area as required in the Federal Register Title 23, Chapter 1, parts 450.100, 450.112, 450.114, and 450.120, herein attached and made a part of this Agreement as Appendix I. The Council will provide all staff and staff services to the MPO in order to administer, manage, and execute the annual transportation planning unified work program elements of the Pensacola Urbanized Area and to take all action necessary to ensure continued Federal certification of the Pensacola Urban Area Transportation Planning and Programming Process and to take all action necessary to provide a continuing, cooperative and comprehensive urban transportation planning and programming process, as defined in Federal Laws and Regulations and as stated in the Federal Register, Title 23, Chapter 1, parts 450.100, 450.110, 450.114, 450.118, 450.120 and 450.122 herein attached and made a part of this Agreement, as Appendix I.

2.00 FINANCIAL MANAGEMENT

In order to best execute item "1.00 Staff Services" of this Agreement, the Council will keep, maintain, and manage all accounts, records and documents both of a technical and financial nature for the MPO. The Council will be responsible for providing all financial management of federal and local monies to the MPO in accordance with acceptable accounting procedures.

3.00 COMPENSATION

The compensation to the Council for the execution of the aforesated items: "1.00 Staff Services" and "2.00 Financial Management" of this

Agreement will be in accordance with the annual Unified Work Program which shall be adopted on an annual basis by the MPO.

4.00 COOPERATION

The Council shall cooperate fully with the MPO through the presentation of all facts and records required to support recommendations; review its goals, objectives and policies with the MPO and provide review and comment with regard to the programming of public transportation improvements as they relate to the Prospectus, projects identified in the Unified Work Program, Long Range Element, Transportation Systems Management Element, and Transportation Improvement Program (five years) as well as other Annual Elements scheduled for immediate implementation.

5.00 A-95 REVIEW

Upon receiving a transportation related application the Council will provide the MPO with a copy of appropriate application material for review. The Council shall not complete its review process of any transportation related applications until comments and/or recommendations from the MPO are received. Formal review and comment by the Regional Planning Council of transportation related applications shall be made according to procedures established under OMB Circular A-95. When any proposed action of either the MPO or the Council appears to be inconsistent with existing plans of the other, a meeting of policy representatives will be set between the parties in an attempt to resolve inconsistencies prior to any final action.

TERM OF THE AGREEMENT

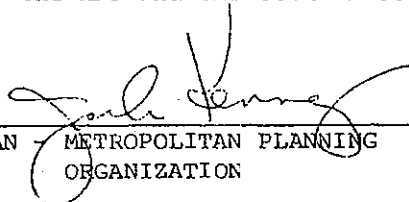
This Agreement is continuous and binding on the MPO and the Council without need for annual renewal, and may be amended through written resolution agreed to by the MPO and the Council.

TERMINATION

This agreement may be terminated for reason by the MPO or the Council by giving written notice to the other party ninety (90) calendar days prior to such termination. If either party is in substantial breach of the agreement, termination may be made after thirty (30) calendar days written notice.


It is not the intent of this Agreement to specify all areas that can or should be effectively coordinated; rather this agreement will serve as documentation of minimum compliance with the above referenced laws and more generally to serve as a joint pledge of cooperation realizing the mutual benefit to be derived for effectuating a close and realistic working relationship.

IN WITNESS WHEREOF, we the undersigned, duly authorized representatives of the MPO and the Council do hereby enter into this Agreement:

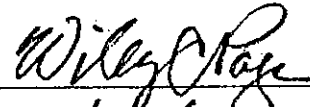

CHAIRMAN - METROPOLITAN PLANNING
ORGANIZATION


CHAIRMAN - WEST FLORIDA REGIONAL
PLANNING COUNCIL

ATTEST:


DATE: 8/22/97

ATTEST:


DATE: 8/30/97

Chapter 8: Human Resources Processes

8.1 PERFORMANCE PLANNING AND APPRAISAL SYSTEM

Objective: To engage in a process focused on continuously improving the services offered by the West Florida Regional Planning Council by effectively leveraging the knowledge, talents, and skills of the Council's greatest asset—its people. The intent of the Council's Performance Planning and Appraisal System (PPAS) is to motivate its employees to exhibit exceptional performance and morale.

PPAS Principles:

The PPAS is designed around two overarching principles: "Equality of Consideration" and a "No Surprise" guideline.

Equality of consideration means that each employee will be evaluated on merit with fairness and consistency as required by Equal Employment Opportunity (EEO) guidelines. Individual performance appraisals (PA) are based on an objective and equitable weighing of performance data that relate to 1) individual position descriptions and specific job-related competencies, and 2) professional behaviors common to all job descriptions.

A "no surprise" guideline means that, generally, performance expectations and standards should be established prior to the period for which the employee will be formally evaluated. However, depending on the needs of the business of WFRPC, performance expectations and standards may be updated or revised during the course of the period with the written update or revision given to the employee and added to her/his personnel folder. Because intermittent communication and feedback are germane to the "no surprise" guideline, evaluators should conduct and document at least one informal mid-cycle performance communication session.

Retention of Performance Forms and Other Documentation:

Forms and documentation from both informal interim performance communications and formal PA sessions are official personnel documents and must be retained in the employee's official personnel file when completed.

Personnel Changes

Evaluator: If the employee's evaluator leaves his/her position during an employee's performance cycle, the departing evaluator should complete an interim evaluation of the employee's performance. If a new evaluator has been assigned during the performance cycle, s/he should review the documentation prepared by the previous evaluator before making an assessment of the employee's overall evaluation at the end of the performance cycle.

Employee: If, after six (6) months into the performance cycle, an employee transfers, is promoted or demoted into a new position with a different evaluator, then an interim evaluation should be completed by the current evaluator prior to the employee's departure.

More than one supervisor: An employee who is working for two (2) or more supervisors at the same time should be evaluated by his/her designated supervisor, with input from the other supervisor(s). Only the designated supervisor should sign the form.

Below Potential Competence Performance- Evaluators should immediately identify “Below Potential Competence” performance. Evaluators normally should address first-time minor or marginal performance issues through performance counseling and coaching. In keeping with the “no surprise” policy, an employee cannot be rated “Below Potential Competence” on the annual evaluation if s/he has not received at least one Notice of Improvement Needed within the performance cycle.

An evaluator who assigns a rating of “Below Potential Competence” on any line item on the annual PA for any employee will develop a plan to remedy performance deficiencies. The evaluator should discuss with the employee the specific recommendations for meeting the minimum performance measures contained in the performance improvement plan and have such plan approved by an appropriate reviewer. After three months, the employee will be re-evaluated on solely those line items identified as performed “Below Potential Competence.” If the employee receives a re-evaluation rating of “Below Potential Competence,” the evaluator may recommend that the employee be demoted, reassigned, or terminated. If demotion is recommended, the employee could remain in the position and have duties reduced, or be reassigned to another position with lower duties if the Executive Director identifies another position that is more suitable for the employee’s performance level. Reduced duties require that the employee’s salary be concurrently reduced at least 5%. If the re-evaluation warrants, the employee may be terminated at the end of the three (3) month re-evaluation period.

Disciplinary Action: The re-evaluation process does not prevent the Council from taking disciplinary action based on the employee’s poor performance or based on other reasons specified in the discipline section.

If an employee is involved in the discipline process at the time of her/his PA, the employee will be evaluated in terms with her/his compliance with the solution identified to address the action which initiated the disciplinary action, rather than the action itself. For example, if the discipline process was initiated due to chronic tardiness, the employee would be evaluated on her/his punctuality from when the remedial plan was put in place and such would be noted in the PA.

Performance Appraisal Grievances and Appeal: If an individual disagrees with the evaluation and/or how it was administered, or feels that the evaluator has failed to comply with the guidelines and/or has inconsistently applied the guidelines provided in this Section, the employee may use the Council’s Complaint and Grievance Procedure within 10 business days of the formal performance meeting.

8.2 COMPLAINT AND GRIEVANCE PROCEDURES

The Council strives to promote effective communication systems and good working relationships within the organization by maintaining a clear and open channel for employee complaints, grievances and conflict resolution.

If, after consultation with the Executive Director, it is determined that disciplinary action is warranted, the Executive Director will provide the employee notice of the problem and an opportunity to be heard before disciplinary action, if any, is implemented.

Employee Response (Grievance Procedure)

The employee will be given the opportunity to be heard with respect to the notice provided by the Executive Director by making an appointment to meet with the Executive Director and the Human Resources Coordinator. Such meeting will occur, by appointment, no later than ten (10) days following the date of the notice issued by the Executive Director. The employee must request such a meeting in writing and the written request must be received by the Executive Director at least five (5) days prior to the meetings occurrence. At the appointed time the Executive Director and the Human Resources Coordinator shall meet with the employee. Ordinarily, the following points will be addressed during the meeting.

1. The Executive Director will explain to the employee the nature of the problem.
2. The employee will be given a full and complete opportunity to explain the facts as she/he sees them. If the employee states there are witnesses who will establish that the facts are inaccurate, or any facts upon which it is based, are untrue, the employee will be asked to state what she/he believes those witnesses would assert. If appropriate, the Executive Director may choose to speak to such witnesses, either during the meeting or afterwards.
3. The employee may submit a written rebuttal in lieu of or in addition to the meeting with the Executive Director and Human Resources Coordinator. The written rebuttal is to be received no later than ten (10) days after the meeting with the Executive Director. The Executive Director may choose to interview the employee after reviewing the employee's written rebuttal before making a final decision.

Notice of Executive Director's Decision

The Executive Director will provide written notice to the employee of the Executive Director's final decision and all actions to be taken under that decision.

Confidentiality

The Public Records Act, Chapter 119 Florida Statutes, requires that the Council make available to the public, upon proper demand, records of the Council. This may include disciplinary records such as meeting summaries, reprimands, or notices of improvement needed. Directors/Managers and Supervisors will keep any and all records pertaining to employee discipline as confidential as possible and as permitted by law. Any internal situations should not be discussed with outside parties or agencies.

8.3 DISCIPLINE SYSTEM

The Council believes employees are and will continue to be good citizens, both in the community and in their jobs, and that they will not engage in acts contrary to their best interests or those of other employees, customers, visitors or the organization. In instances when employees do engage in conduct contrary to these interests, they will receive discipline appropriate for such misconduct up to and including discharge. The nature and degree of discipline in each case will be determined by the circumstances.

The objective of this discipline policy is to provide guidelines regarding disciplinary matters, and to provide employees with a mechanism for response. The Council operates on the principle that its personnel guidelines are intended to be firm, equitable, and flexible.

Discipline Process

Verbal Correction – Where possible, it is usually best to deal with problems as they arise with reminders and verbal coaching and counseling. A written record of this session will be placed in the employee's personnel file.

Written Correction – If the employee's behavior is not corrected or does not improve, or if an incident is severe, the supervisor will prepare a written correction notice. The employee will be asked to sign the form indicating receipt of the correction and a copy will be placed in the personnel file.

Suspension – Suspension from work will usually be to investigate an incident or conduct to determine appropriate action. Disciplinary suspension may be considered as remedial action for rule violations or serious misbehavior or misconduct; however, disciplinary suspensions will not normally be a part of the discipline process of an employee.

Discharge – Depending on the nature, frequency, and/or severity of an employee's actions, violations, misbehavior, or misconduct the employee may be discharged (that is, the employee's employment may be terminated).

The type of disciplinary action that may result from any particular conduct or pattern of behavior will depend upon many factors, including but not limited to, the nature and responsibility of the employee's job, the nature of the conduct in question, the employee's past work record, conduct and job performance, and whether all the circumstances suggest that the employee is likely to improve and/or correct the misbehavior or misconduct and will make a meaningful contribution to the Council's work effort in the future. The Council does not guarantee to its employees any particular level or sequence of discipline prior to a discharge.

When the conduct or behavior of an employee requires more severe discipline than a written correction, only the Executive Director will have the authority to place an employee on probation or suspension, involuntarily demote an employee, or discharge an employee.

8.4 SEPARATION OF EMPLOYMENT GUIDELINES

Employee resignations will be provided in writing and submitted to the Executive Director no later than two (2) weeks in advance of the employee's last day. With a two-week notice, a full-time regular employee, who resigns, retires, or is laid off from the Council, will be paid for the employee's annual leave balance up to a maximum of one hundred sixty (160) hours at the employee's current rate of pay. Exceptions to compensation of annual leave balances upon separation of employment include: 1) when an employee abandons his/her position without notice; 2) when a probationary employee separates from the Council during his/her probationary; and 3) when an employee is discharged from employment with the Council. All employees who separate from employment for any reason are entitled to health and dental insurance continuation at their own expense under the COBRA program for up to eighteen (18) months.

Employees separating from Council employment for any reason will have an "exit interview" with his/her Division Director and/or the Executive Director prior to or on the employee's final day. The purpose of an exit interview is to provide an opportunity for the employee to ask questions as well as to share his/her viewpoint of various aspects of employment with the Council. At this meeting, the employee will be asked to submit and return the office key, computer and voicemail passwords, the Employee Handbook, etc., as well as to complete forms that may be required for separation of employment and continuation of any benefits as required by law.

The Executive Director may find it necessary to lay off an employee(s) as a result of the elimination of job positions, a shortage of funds, reduction in work, or for any other reason beyond the control of the employer and the employee. Written notice of a lay off will be given to the employee. Full-time employees will be entitled to separation pay of one-twelfth (1/12th) of the employee's current annual salary.

8.5 EMPLOYMENT REFERENCES

If an employee has left employment voluntarily or has been discharged, the Council may provide written or verbal job reference information regarding the employee's performance at the Council. All inquiries will be directed to the Human Resources Coordinator, Chief Financial Director, or the Executive Director.

2.0 Long Range Goals and Objectives

Table 2-1 SAFETEA-LU 8 Planning Factors in relation to Long Range Transportation Plan Objectives

Objective	Planning Factor #1: Support Economic Viability	Planning Factor #2: Increase Safety	Planning Factor #3: Increase Security	Planning Factor #4: Increase Accessibility and Mobility	Planning Factor #5: Protect and Enhance the Environment	Planning Factor #6: Enhance Integration and Connectivity	Planning Factor #7: Promote Efficient System Management and Operation	Planning Factor #8: Emphasize the Preservation of the Existing System
1.1								
1.2			X					
1.3			X					
1.4						X		
1.5			X					
1.6			X					
1.7			X					
1.8			X					
2.1								
3.1		X	X	X				
3.2		X						
3.3		X						
3.4								
4.1								X
4.2								
4.3								
4.4								
4.5							X	
5.1								
5.2					X			
5.3					X			
5.4					X			
5.5			X					
5.6							X	
6.1							X	
6.2							X	
6.3					X			X
6.4								
6.5							X	
6.6					X			
6.7					X			
7.1	X				X			
7.2							X	
7.3					X			
7.4							X	
7.5								

Financial Resources Report

FLORIDA-ALABAMA 2035 LONG RANGE TRANSPORTATION PLAN

Prepared for

Florida-Alabama Transportation Planning Organization

and

The Florida Department of Transportation, District Three

Prepared by

West Florida Regional Planning Council

Staff to the Florida-Alabama Transportation Planning Organization

April 2010

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, and local participating governments, in partial fulfillment of UPWP Work Task.

Florida-Alabama
Transportation Planning Organization

Financial Resources Report

Prepared by:

The West Florida Regional Planning Council
Staff to the Florida-Alabama
Transportation Planning Organization

The Florida-Alabama Transportation Planning Organization can be reached at:

Post Office Box 11399
Pensacola, Florida
32524-1399

Phone:
(800) 226-8914
(850) 332-7976

4081 E. Olive Road, Suite A
Pensacola, Florida
32514

Fax:
(850) 637-1923

Staff contacts for this Document:

Gary Kramer, Senior Transportation Planner
E-mail: gary.kramer@wfrpc.org

Christy R. Johnson, AICP, Regional Planner
E-mail: christy.johnson@wfrpc.org

INTRODUCTION	4
EXISTING FEDERAL AND STATE SOURCES OF REVENUE	5
Federal Highway Fuel Taxes	5
State Fuel Taxes	6
FDOT District 3 Forecasted Revenues for Transportation Planning Organization	9
Alabama DOT Forecasted Revenues	12
OPTIONAL LOCAL SOURCES OF REVENUE	14
Local Option Gas Tax (LOGT)	14
First LOGT (Six Cents) F.S. 206.41, 336.025	14
Second LOGT (Five Cents) F.S. 206.41, 206.87, 336.026	15
Ninth-Cent Gas Tax F.S. 206.41, 206.87, 336.021	15
Local Government Infrastructure Surtax F.S. 212.055	16
Transportation Regional Incentive Program	16
New Starts	17
Toll Revenues	18
Toll Facilities Revolving Trust Funds (TRTF)	18
Bond Issues	18
Advance Construction	19
Municipal Services Taxing or Benefit Unit (MSTU or MSBU)	19
Ad Valorem Taxes	19
Impact Fees	19
Tax Increment Financing	20
Proportionate Fair Share	20
Mobility Fees	21
State Infrastructure Bank (SIB)	22
Transportation Infrastructure Finance and Innovation Act (TIFIA)	22
Economic Development Program	22
Flexible Match	22
Local Government Advance/Reimbursement Program (LGARP)	23
Forecast of Optional Local Sources of Revenue	24
Forecasted Revenue from Implementation of Second LOGT	25
Forecasted Revenue from Implementation of Ninth Cent Gas Tax	29
Forecasted Revenue from Implementation of Local Infrastructure Surtax	31
EXISTING LOCAL REVENUE SOURCES	35
Toll Facilities	35
Bond Issues	35
Impact Fees	36
First Local Option Gas Tax	36
Second Local Option Gas Tax	36
Ninth-Cent Gas Tax	37
Local Government Infrastructure Surtax (Local Option Sales Tax)	37
Municipal Services Taxing and Benefit Units	38
Tax Increment Financing	38
Proportionate Fair Share	39
CONCLUSION	41
HYPERLINKS TO TABLES	44
APPENDIX	45

INTRODUCTION

The analysis of financial resources is an important element of the Florida-Alabama Transportation Planning Organization's (TPO) Year 2035 Transportation Plan Update. The purpose of this financial resources report is to provide the basis for determining how many of the Transportation Needs Assessment projects might be affordable and included in the Florida-Alabama 2035 Cost Feasible Plan. It contains a detailed analysis of existing and potential transportation revenue sources and projected revenue sources to the Year 2035. The Florida-Alabama TPO approved the financial resources report on April, 2010.

This report will provide financial information for the preparation of Year 2015, 2020, 2025, 2030, and 2035 Cost Feasible Plans, by presenting a summary of traditional and alternative revenue sources, and providing a forecast of revenues anticipated for the Florida-Alabama Area through the year 2035. The Cost Feasible Plan serves as an implementation tool to policy and decision makers.

The revenue discussion in this report is based on the historical trend of current transportation revenue sources. Financial projections are based on estimates of growth and inflation in the Florida-Alabama Area through Year 2035.

EXISTING FEDERAL AND STATE SOURCES OF REVENUE

This section contains a description of existing revenue sources available for financing the Florida-Alabama 2035 Long Range Transportation Plan projects. The Florida Department of Transportation (FDOT) and publications, Local Government Financial Information Handbook, (August 2009), developed by the Florida Department of Revenue (DOR), and Florida's Transportation Tax Sources, A Primer, (January 2009), are the primary sources of information for this section.

Transportation funding sources based on motor-vehicle fuels taxes have become as variable as the price of fuel itself. According to the 2010 Winter publication of Transportation Point, projections show the federal fuel tax will generate \$35 billion for transportation investments in 2010. This is 34 percent less revenue than last year.

Traditional transportation revenue sources are no longer considered constant over extended periods. One reason for this is an increase in the willingness of state and local elected officials to modify fuel-taxing levels. Another reason is the realization that transportation facilities throughout Florida are in need of improvement, and available resources are scarce to accomplish major transportation projects.

Federal Highway Fuel Taxes

Fuel taxes are one of many sources of federal highway user charges deposited into the Federal Highway Trust Fund (FHTF). The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in Washington, D.C distribute funds to states from the FHTF through a system of formula grants and discretionary allocations.

In 1919, Oregon became the first state to impose a gasoline tax. The federal government began imposing a gasoline tax in 1932. Fuel taxes have provided the main share of funding for surface transportation ever since.

Federal excise taxes on fuel used in highway travel have been adjusted several times over the past 50 years. The current federal fuel excise tax imposed on gasoline is 18.4 cents per gallon. Tax on diesel fuels is currently set at 24.4 cents per gallon and gasohol is taxed at a reduced rate of 13.2 cents per gallon. Collected funds are deposited into the FHTF. Not all of the federal motor fuel tax is available for projects typically associated with road construction. For example, of the 18.4 cents per gallon levy on gasoline, other obligations such as public transit and leaking tanks total 2.87 cents per gallon. Therefore, only 15.53 cents per gallon are available for actual road construction and maintenance projects.

State Fuel Taxes

The state highway fuel tax was initially levied, in 1921, at the rate of one cent per gallon. Periodic increases occurred until 1971, when the rate was set at eight cents per gallon. The proceeds of the state fuel tax were shared equally between the FDOT and local governments at four cents per gallon.

In April 1983, FDOT's share of the state fuel tax was repealed. The remaining four cents per gallon continues to be distributed to counties (three cents per gallon) and municipalities (one cent per gallon). In place of the repealed FDOT share of the state fuel tax, a "sales tax" was applied on all gasoline and diesel fuels. The revenue generated by the "sales tax" was distributed to FDOT. The state fuel sales tax was applied at the State's general sales tax rate of five percent. The application of this tax to fuel sales; however, differs considerably from the method used on all other eligible sales. Whereas, a sales tax is typically applied against the total amount of a retail sale at the time of purchase, the "sales tax" on fuel is applied at the wholesale point of distribution against a legislated retail price per gallon.

The legislated average price of all motor and special fuel was initially set at \$1.148 per gallon. This resulted in a tax of 5.7 cents per gallon. The legislated price is adjusted in proportion to annual changes in the Consumer Price Index (CPI). The 1985 Legislature installed a "floor" for the tax, preventing it from being reduced below its initially established level of 5.7 cents per gallon, despite changes in the CPI. The 1990

Legislature adjusted the "floor" upward to 6.9 cents per gallon. The new figure reflected the result of applying the State Fuel Sales Tax rate of six percent to the legislative price of \$1.148. As of January 1, 2010, the annual adjusted State Fuel Sales Tax is 12 cents per gallon.

Pursuant to Florida Statutes, a minimum of 15 percent of all FDOT receipts must be used for public transportation. The remainder may be used for any legitimate state transportation purpose, defined as the acquisition, construction, and maintenance of roads. The term maintenance includes the construction and installation of traffic signals, bicycle paths, and landscaping, as necessary for safety and/or efficient operation of roads.

As stated above, the remaining four cents per gallon of the state fuel tax continues to be distributed to local governments and consists of the three, distinct elements: (1) the Constitutional Fuel Tax (two cents per gallon); (2) the County Fuel Tax (one cent per gallon); and (3) the Municipal Fuel Tax (one cent per gallon).

The Constitutional Gas Tax is distributed to Florida counties based on a formula contained in the State Constitution. The distribution formula for Constitutional Gas Tax proceeds consists of three components: an area component; a population component; and a collection component. A distribution factor is calculated annually for each county, based on these three components, in the form of weighted county to state ratios. The first priority for the proceeds of the Constitutional Gas Tax is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance is credited to the counties' transportation trust fund. These funds may only be used for the acquisition of right-of-way or the construction and maintenance of roads.

The third cent is the County Gas Tax, which is distributed by the same formula as the Constitutional Gas Tax. Pursuant to Section 206, Florida Statutes, revenues from the County Gas Tax may be used for transportation purposes, including the reduction of bond indebtedness incurred for transportation purposes. The fourth cent is the Municipal Gas Tax and is levied under the Florida Statutes. Revenues from this tax are transferred into

the Revenue Sharing Trust Fund for Municipalities. Pursuant to Section 206, Florida Statutes, Municipal Gas Tax revenues may be used for transportation-related expenditures within incorporated areas. These include the purchase of transportation facilities and road rights-of-way, construction, or maintenance of roads.

The Florida Legislature enacted an additional state tax in 1990. The State Comprehensive Enhanced Transportation System (SCETS) Tax is based on First Local Option Gas Tax and varies between 4.6 cents and 5.6 cents. Counties that have adopted each of the six cents of the First Local Option Gas Tax receive 5.6 cents of SCETS. Both Escambia and Santa Rosa Counties have implemented 6 cents of First Local Option Gas Tax. While the proceeds of the SCETS Tax are not shared directly with local governments, they must be spent in the respective FDOT district, and to the extent feasible, in the county in which they were collected.

Table 1- Summary of Federal and State Revenue Sources

Federal Highway Fuel Taxes		State Highway Fuel Taxes	
Type	Cents per Gallon	Type	Cents per Gallon
Gasoline	18.4	Local Government (Constitutional Gas Tax, County Gas Tax, Municipal Gas Tax)	4.0
Diesel	24.4	Fuel Sales Tax	12.0
Gasohol	18.4	SCETS (State Comprehensive Enhanced Transportation System)	6.7
		Other Fuel Taxes (Coastal Protection, Water Quality, Inland Protection, Agricultural Inspection)	2.2

Thus, the potential total state and federal taxes per gallon of gasoline, not including diesel fuel or gasohol, is 43.3 cents. These taxes supply most of the revenue for transportation improvements and maintenance throughout the state. However, local governments may now play a larger role than before in providing revenue for transportation improvements.

FDOT District 3 Forecasted Revenues for Transportation Planning Organization

The Florida Department of Transportation (FDOT) District 3 Planning office provided estimates of state and federal transportation funding for the TPO for years 2014 through 2035. The estimates are for planning purposes and do not represent a commitment of FDOT funding. FDOT's major work programs can be categorized into capacity and non-capacity programs.

Forecasted revenues for capacity programs are used to expand existing transportation systems that support economic competitiveness and improve the quality of life. FDOT currently has two main capacity improvement programs.

The Florida Intrastate Highway System (FIHS), created in 1990 by the Florida Legislature, is composed of interconnected limited- and controlled-access roadways. This network includes interstate highways, Florida's Turnpike System, selected urban expressways, existing major interregional and intercity arterial highways to be upgraded to higher controlled access standards, and new limited access facilities. The FIHS is a statewide transportation network that provides for high-speed and high-volume traffic movements within the state. The system also accommodates High-Occupancy Vehicles (HOVs), express bus transit and, in some corridors, passenger rail service. The primary function of the system is to serve interstate and regional commerce and long-distance trips. This network has served the Department and the State of Florida well for over 10 years.

However, realizing to effectively enhance and streamline the movement of people and goods, the Legislature developed a multimodal network approach in addition to just focusing on a high-speed and high volume roadway network. In 2003, the Florida Legislature and Governor established the Strategic Intermodal System (SIS) to enhance Florida's transportation mobility and economic competitiveness. The SIS is a statewide network of high-priority transportation facilities, including the State's largest and most

significant airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.

FDOT forecasted revenues for the FIHS and the highway component of the SIS include construction improvements and associated right-of-way for capacity improvements. Reference Table 2 for the FDOT forecast of FIHS/SIS revenues to be spent in the Florida-Alabama TPO area over the next 22 years.

Forecasted revenues to support other capacity programs include other arterial construction and right-of-way funding for improvements on the State Highway System (SHS) and roadways that are not designated as FIHS/SIS and for transit programs. Eligible activities include capacity and traffic operations improvements and land acquisition and funding assistance for operations and capital investments of transit, paratransit and rideshare programs.

FDOT also provides estimates of the total funds distributed for transportation management activities. These funds are distributed to Transportation Management Areas (TMA). A TMA is designated by the Secretary of Transportation as having an urbanized area population of over 200,000, or upon special request from the Governor and the MPO designated for the area. TMA funds were forecasted in previous Long Range Transportation Plans as part of other arterials construction and right of way, but recent analysis of the uses of TMA funds shows an inconsistency with this forecasting approach and how the funds were actually being used. Uses included for capacity programs like other arterials construction and right of way and non capacity programs like planning, design, inspection, transit and resurfacing. Table 2 illustrates the forecasted estimate of TMA funds for the TPO through 2035.

FDOT forecasted revenues for enhancement funds, shown in Table 3 are for information only and do not represent additional funds. The estimates have been included with other arterials construction and right of way in Table 2.

No forecasted revenues are provided for non-capacity programs. These programs support and maintain the state transportation system like safety, resurfacing, bridge maintenance and replacement, engineering and design, operations and maintenance and administrative activities. About 50 percent of state and federal revenues are planned for non-capacity state programs. The emphasis on non-capacity activities funded with local and regional revenue sources vary, but it is important to ensure that sufficient local funds are planned for maintenance and operations activities and that these funds are not available to fund capacity improvements.

**Table 2 – FDOT District 3
Capacity Program Estimates for TPO
State and Federal Funds 2035 Revenue Forecast (Year of Expenditure Dollars)**

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
SIS Highways/FIHS Construction/ROW ¹	\$8,946,000	\$97,222,000	\$41,576,000	\$41,576,000	\$67,937,000	\$257,257,000
Other Arterial Construction/ROW	\$8,900,000	\$26,400,000	\$28,900,000	\$30,900,000	\$33,100,000	\$128,200,000
Transit	\$8,100,000	\$22,000,000	\$24,700,000	\$27,600,000	\$30,200,000	\$112,500,000
TMA Funds	\$13,300,000	\$35,200,000	\$37,200,000	\$38,300,000	\$38,500,000	\$162,600,000
TOTAL CAPACITY PROGRAMS²	\$39,246,000	\$180,822,000	\$132,376,000	\$138,376,000	\$169,737,000	\$660,557,000

¹ May be supplemented with TMA Funds. See Table 2 and guidance in the 2035 Revenue Forecast Handbook for planning for Capacity and Non-Capacity uses with these funds.

**Table 3- FDOT District 3 Enhancement Fund Program Estimates
(Year of Expenditure Dollars)**

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
Enhancement Funds	\$1,300,000	\$3,500,000	\$3,700,000	\$3,800,000	\$3,900,000	\$16,300,000

¹ For informational purposes only; these estimates are included in Table 2 and do not represent additional funds.

Alabama DOT Forecasted Revenues

The Florida-Alabama Transportation Planning Organization (TPO) planning area includes the small enclave of Lillian, in Baldwin County, Alabama. Lillian is included in the TMA and is allocated formula funding through the Alabama Department of Transportation (ALDOT). Prior to 2009, allocated FHWA funding was flexed to FTA to support Baldwin Rural Area Transportation Service (BRATS) and a route between Lillian and Pensacola. The service was suspended due to lack of ridership. The adopted Florida-Alabama TPO Transportation Improvement Program (TIP) shows Fiscal Years 2009-2013 funding of \$40,802 each to support the service, but this funding has been discontinued. The current, financially constrained FY 2010 – 2014 TIP, by amendments in 2009 and 2010, only includes projects for stimulus and other support funding on the intersection improvement at US98 and CR99 in Lillian, and a 100 percent resurfacing project on US98 that terminates in Lillian, both projects projected to be completed in 2010. No other funding is programmed for Lillian at this time. Future funds will be allocated, if available, to fund needs projects in Lillian. In addition, the funding for BRATS may be reinstated if an increase in population justifies the transit service between Lillian and Pensacola. The forecast assumption for this report is an annual growth rate of 1.84 percent and an inflation rate of three percent through 2035 of funds included in the adopted TIP. However, as indicated above, the forecast is not reliable. Table 4 illustrates a forecasted funding amount of \$1,790,912 (YOE).

**Table 4- TMA Fund Program Estimates for Lillian, Alabama
(Year of Expenditure Dollars)**

Fiscal Year	Lillian
2010	\$40,802
2011	\$40,802
2012	\$40,802
2013	\$40,802
2014	\$42,799
2015	\$44,894
Subtotal FY 2010-15	\$250,902
2016	\$47,092
2017	\$49,397
2018	\$51,815
2019	\$54,352
2020	\$57,013
Subtotal FY 2016-20	\$259,670
2021	\$59,803
2022	\$62,731
2023	\$65,802
2024	\$69,023
2025	\$72,402
Subtotal FY 2021-25	\$329,761
2026	\$75,946
2027	\$79,664
2028	\$83,563
2029	\$87,654
2030	\$91,945
Subtotal FY 2026-30	\$418,772
2031	\$96,446
2032	\$101,167
2033	\$106,119
2034	\$111,314
2035	\$116,763
Subtotal FY 2031-35	\$531,808
Total FY 2010-2035	\$1,790,912

OPTIONAL LOCAL SOURCES OF REVENUE

The primary purpose of this section is to detail several optional revenue sources available to local governments for carrying out transportation improvements. These alternative revenue sources include the Second Local Option Gas Tax, the Local Ninth-Cent Gas Tax, Government Infrastructure Surtax, Transportation Regional Incentive Program and New Starts. These options have been made available due to the explosive population growth in the State of Florida and the inability of state and local governments to keep pace with growing capital improvement demands using only federal and state tax allocations. Additional financing is also available to local governments through property tax assessment, impact fees, tolls, bond issues, tax increment and other financing programs.

Local Option Gas Tax (LOGT)

The 1983 Florida Legislature provided local governments with a major new source of revenue called the Local Option Gas Tax. Up to 11 cents per gallon may be levied to fund a variety of transportation projects. LOGT revenues are collected by the Department of Revenue and redistributed to the counties and cities based on an interlocal agreement or, in the absence of an interlocal agreement, a legislated formula. Local governments are authorized to levy two separate LOGTs: the First LOGT and the Second LOGT.

First LOGT (Six Cents) F.S. 206.41, 336.025

A LOGT of up to six cents per gallon may be levied for a maximum duration of 30 years. Implementation of one to six cents per gallon tax requires a majority vote of the county's governing body or upon approval by referendum. The proceeds of the tax must be shared with municipalities, either by a mutually agreed upon distribution scheme or, if agreement cannot be reached, by using a formula in Florida Statutes 218.62. The formula requires the distribution of tax proceeds to be based on the transportation expenditures of each local government for the preceding five fiscal years, as a proportion of the total of such expenditures for the county and all municipalities within the county.

Local governments may pledge the revenues from any portion of the LOGT to repay state bonds issued on their behalf. In addition, local governments must use First LOGT revenues for transportation expenditures on state or local highway systems or transit oriented capital purchases and operations. Transportation expenditures include right-of-way activities, roadway maintenance and the construction of roads. All sixty-seven Florida counties implemented a Local Option Gas Tax. Escambia and Santa Rosa Counties have imposed the maximum of six cents per gallon on the first LOGT.

Second LOGT (Five Cents) F.S 206.41, 206.87, 336.026

The 1993 Florida Legislature extended the scope of the LOGT to include up to an additional five cents per gallon on motor fuel, including gasohol. Implementation of the second tax of one to five cents per gallon requires a supermajority vote of the county governing body or upon approval by referendum. The proceeds of the tax must still be shared with municipalities, either by a mutually agreed upon distribution scheme, or by using the state formula. Pursuant to Section 336, Florida Statutes, local governments may only use revenues from the tax for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan. As of January 2009, eighteen counties in Florida have imposed the maximum additional five cents per gallon of LOGT for a total LOGT rate of 11 cents per gallon (Florida's Transportation Tax Sources, 2009).

Ninth-Cent Gas Tax F.S. 206.41, 206.87, 336.021

The Ninth-Cent Gas Tax (formerly the Voted Gas Tax) is the oldest form of motor fuel tax in Florida. Initially authorized in 1972 by the Florida Legislature, the tax is limited to one cent per gallon on highway fuels. Originally, a county's governing body could propose the tax, but it had to be approved by the electorate in a countywide referendum. The 1993 Florida Legislature allowed a county's governing body to impose the tax by a supermajority vote of its membership.

Counties are not required to share revenue from the Ninth Cent Gas Tax with municipalities; however, the proceeds of the tax may be shared with cities in whatever proportion is mutually agreed upon, and used for county or municipal transportation purposes, as defined in State Statutes. The tax has no time limit imposed on it by state statutes. As of January 1, 1994, the Ninth-Cent Gas Tax on diesel fuel is no longer optional. The 1990 Legislature decided to realize all optional taxes on diesel fuel so that interstate truckers, who pay fuel taxes based upon miles driven in the state, would be subject to standard tax rates.

Local Government Infrastructure Surtax F.S. 212.055

Also known as the Local Option Sales Tax (LOST), the Local Government Infrastructure Surtax can be levied by county governing bodies at a rate of one-half percent or one percent. It is typically put in place through a countywide referendum. The tax applies to all purchases subject to the regular sales tax, except for sale amount purchases exceeding \$5,000.00. Tax proceeds can be expended only to plan and construct infrastructure, or to acquire land for public recreation, conservation, or for the protection of natural resources. Under certain conditions, municipalities representing a majority of the county's population may provide for the levy of the infrastructure surtax in lieu of its authorization by the county governing body. Originally, the imposition of the sales tax was limited to 15 years, but the 1993 Florida Legislature deleted the 15 year limit. The Local Option Sales Tax may now be extended beyond 15 years by approval in a countywide referendum.

Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) was signed into law on June 24, 2005. The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. TRIP funds are to be used to match local or regional funds on a 50/50 percent basis to match up to 50 percent of the total project costs for public transportation projects. Table 5 illustrates the FDOT forecast TRIP funds available to District 3. This forecast may change if TRIP funds are used to fund the High Speed Rail Project.

Table 5- FDOT District 3 Transportation Regional Incentive Program Estimates ¹

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
TRIP Funds	\$21,300,000	\$47,000,000	\$45,500,000	\$45,500,000	\$45,500,000	\$204,800,000

¹ For informational purposes. Estimates are for TRIP Funds not included in an FDOT Work Program as of April 1, 2008. MPOs have been provided guidance on planning for TRIP funds in the 2035 Revenue Forecast Handbook. In addition, recent estimates of TRIP Funds available may be as much as 50 percent less.

New Starts

Projects eligible for New Starts (49 USC §5309) funding include any fixed guideway system which utilizes and occupies a separate right-of-way, or rail line, for the exclusive use of mass transportation and other high occupancy vehicles, or uses a fixed cantenary system and a right-of-way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, and exclusive facilities for buses (such as bus rapid transit) and other high occupancy vehicles.

Table 6- FDOT Statewide Forecast of New Starts Transit Estimates (Year of Expenditure Dollars) ¹

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
Statewide New Starts Funds	\$150,000,000	\$291,700,000	\$270,900,000	\$270,900,000	\$270,900,000	\$1,254,300,000

¹ For informational purposes. Estimates are for New Starts Funds not included in an FDOT Work Program as of April 1, 2008. MPOs have been provided guidance on planning for New Starts funds in the 2035 Revenue Forecast Handbook.

Toll Revenues

Tolls may be collected on highways, bridges, and tunnels and can provide support for street and highway budgets. The Safe, Accountable, Flexible, Transportation Equity Act: A Legacy for Users significantly expanded states' authority to advance toll and value pricing projects. Consequently, many states are considering tolling options for capacity expansion. Even existing non-toll facilities can be converted. Revenues generated by tolls are normally sufficient to cover capital improvements and maintenance for the facilities. After bonds for capacity projects and major improvements are retired, tolls may continue to provide funds that could be applied to other construction. In other cases, tolls are reduced to cover only the maintenance expenses of the facility.

Advantages of tolls include the equitable, user-based nature of the charge and the fact that substantial revenue can be produced. Advances in technology have created additional advantages with electronic toll collection, debit toll accounts, transponders, bar code readers, etc. These innovations reduce the need for large toll collection plazas and have the ability to keep traffic moving through the toll plaza at a high rate of speed, in some cases 55 MPH. However, it may be difficult to implement tolls in urban areas because of the short intervals between access points.

Toll Facilities Revolving Trust Funds (TRTF)

FDOT administers the TRTF. This program may provide interest free loans to local government entities for pre-construction activities related to constructing revenue producing facilities. The repayment period may range from seven to 12 years after the date of fund transfer.

Bond Issues

Local governments may choose to finance transportation and other infrastructure improvements with revenue or general obligation bonds. These types of local government bonds are often areawide and/or designated to fund programs and/or specific projects. General obligation bonds are secured by full faith and credit of the issuer (a pledge of the issuer's ad valorem taxing power). Revenue bonds are payable from a specific source of revenue and do not pledge the full faith of the issuer. These bonds must be approved by popular vote.

Advance Construction

If a project is to be federally funded, state funds can be used to advance construction of the project and later be reimbursed with federal funds. State funds are used to finance projects in anticipation of future federal apportionments.

Municipal Services Taxing or Benefit Unit (MSTU or MSBU)

MSTUs can be used to fund specific capital improvements, such as road and bridge maintenance, by means of additional millage on taxable property. Initially, the costs of the proposed improvements are estimated, then the millage rate required to generate the revenue is determined. MSTU exemptions are the same as those for the regular ad valorem tax. Benefit districts are often delineated for MSTUs rather than applying the MSTU millage rate countywide. MSTUs can be levied.

MSBUs are generally used to fund transportation infrastructure and operating costs associated with a specific transportation corridor or geographic area (Florida Engineering Society Journal, October 2009).

Ad Valorem Taxes

During the last several years, the ad valorem taxes for many local governments increased significantly due to new growth and higher valuations of land and property. With the increased ad valorem taxes, several counties began collecting as valorem tax revenue for transportation capital projects and for operations and maintenance associated with the transportation system (Florida Engineering Society Journal, October 2009).

Impact Fees

Impact fees are implemented by a local government on a new or proposed development to help pay for a portion of the costs that the new development may cause with public services to the new development. A limitation of any impact fee is that revenue depends upon growth and is therefore cyclical. Although it provides funding for new capacity, revenue sources for backlogs, operations like transit and maintenance is still needed.

Tax Increment Financing

Tax increment financing is a unique tool available to cities and counties for redevelopment activities. It is used to leverage public funds to promote private sector activity in the targeted area. The dollar value of all real property in a designated Community Redevelopment Area is determined as of a fixed date, also known as the “frozen value.” Taxing authorities, who contribute to the tax increment, continue to receive property tax revenues based on the frozen value. These frozen value revenues are available for general government purposes. However, any tax revenues from increases in real property value, referred to as “increment,” are deposited into the Community Redevelopment Agency Trust Fund and dedicated to the redevelopment area.

It is important to note that property tax revenue collected by the school board and any special district are not affected under the tax increment financing process. Further, unlike in some states, Florida taxing entities write a check to the community redevelopment area trust fund, after monies are received from the tax collector. In California, the increment is sent to the community development agencies directly out of collected county tax revenues, before they are distributed to each taxing entity.

The tax increment revenues can be used immediately, saved for a particular project, or can be bonded to maximize the funds available. Any funds received from a tax increment financing area must be used for specific redevelopment purposes within the targeted area, and not for general government purposes.

Tax increment can be used to fund transportation projects if the projects are identified in the adopted Community Redevelopment Plan. A local government’s capital improvement program should include these projects.

Proportionate Fair Share

The concept of concurrency was created in 1985 through Chapter 163, Florida Statutes, which stated that local governments could not issue a development order or permit which results in a reduction in the level of services for the affected public facilities

below the adopted levels of service in the comprehensive plan. In other words, the public facilities needed to be in place at the time the development occurred.

In 2005, the Florida Legislature passed SB 360 with the intent of providing a method for mitigating the impacts of development on transportation facilities by the cooperative efforts of the public and private sectors. This method, called proportionate fair-share, can potentially be used by a local government to determine a developer's fair-share of costs to meet concurrency. The developer's fair-share may be combined with public funds to construct improvements to satisfy concurrency. This method does not apply to all situations; however, it does provide an opportunity to use private funds to advance projects which are planned for construction by the public sector. In this manner, transportation funds are leveraged.

Mobility Fees

Senate Bill 360 (2009) directly addresses mobility fees. It calls for the state to evaluate and consider implementation of a mobility fee to replace the existing transportation concurrency system. It further stated the mobility fee should provide for mobility needs, ensure that development mitigates its impacts on the system proportionately to those impacts, fairly distribute the fee to governments responsible for maintaining the impacted roadways and promote compact, mixed use developments. The bill also indicated that legislation will be forthcoming on the development of mobility fees. The legislature could implement legislation that would establish the framework and guidelines for implementing mobility fees. Mobility fees may be a potential funding source to fund transportation infrastructure and operating and maintenance costs.

According to the Florida Engineering Society Journal, implementation of a mobility fee will require changes to local comprehensive plans, land development regulations and local codes to support and provide incentives for the mobility fee concepts (Robert P. Wallace, October, 2009).

State Infrastructure Bank (SIB)

The SIB was originally established by the National Highway System ACT of 1995 to encourage state and local governments to identify and develop innovative financing mechanisms that will more effectively use federal financial resources.

Florida has two separate SIB accounts: the federal-funded SIB and the state funded-SIB. Highway and transit projects are eligible for participation. Participation in the federal-funded SIB account is limited to projects which meet all federal requirements.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Federal Law authorizes the United States Department of Transportation (USDOT) to provide three forms of credit assistance for surface transportation projects of national or regional significance: secured loans, loan guarantees, and standby lines of credit. USDOT awards assistance on a competitive basis to project sponsors.

Various highway, transit, rail and intermodal projects may receive credit assistance under TIFIA. FDOT has established an annual application process to apply for TIFIA funds.

Economic Development Program

The Other Arterials Construction Program contains an Economic Development sub-program. It is administered by the state Office of Tourism, Trade and Economic Development (OTTED) with the Executive Office of the Governor. The program may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises.

Flexible Match

Federal law allows private funds, materials or assets like right of way donated to a specific federal aid project to be applied to the state's matching share. The donated or acquired item must qualify as a participating cost meeting eligibility standards and be within the project's scope. Such private donations will effectively replace state funds that would have been used to match the federal aid, freeing up the state funds for other projects.

Local Government Advance/Reimbursement Program (LGARP)

The LAGRP enables local governments and transportation authorities to speed up delivery of state transportation projects. Local governments can contribute cash, goods, and/or services to FDOT to initiate projects sooner than having projects scheduled in the Work Program.

Forecast of Optional Local Sources of Revenue

The previous section has shown there are a variety of revenue sources available to local governments. Some require a great deal of creativity from local authorities. This next section describes the forecasting of optional sources of revenue available to the Florida-Alabama TPO Area for funding transportation improvements if the local governments choose to implement them. The forecasts provide financial estimates necessary for the development of alternative actions and strategies. Table 7 illustrates the existing revenue options available to Escambia and Santa Rosa Counties.

The Department of Revenue Local Government Financial Information Handbook, August 2009 is the primary source of information for this section. The State of Florida, through the Florida Advisory Council on Intergovernmental Relations, the Florida Department of Revenue and the Economic and Demographic Research Division of the Joint Legislative Management Committee, annually publishes the Local Government Financial Information Handbook, which describes disbursements of county revenues and other local tax revenues. This document was used along with information provided by the budget offices of local governments to identify the appropriate revenue sources and amounts, which may be available for expenditure on major transportation projects.

Table 7- Existing and Optional Transportation Revenue Sources

Revenue Source	Escambia County*	Santa Rosa County
First Local Option Gas Tax	6 cents	6 cents
Ninth-Cent Gas Tax	1 cent	None
Second Local Option Gas tax	None	None
Local Government Infrastructure Surtax (Local Option Sales Tax)	1%	None
Toll Revenues	Varies	Varies
Bond Issues	Varies	Varies
Municipal Services Taxing Unit	Varies	Varies
Transportation Regional Incentive Program	Varies	Varies

*The City of Pensacola receives a distribution of the Local Option Gas Tax and Local Option Sales Tax from Escambia County.

Forecasted Revenue from Implementation of Second LOGT

Potential revenues in each county are based on tax rate scenarios that range from one cent to five cents. One cent revenue estimates for Fiscal Year 2010 were obtained from the Local Government Financial Information Handbook (August 2009). Revenue projections through 2035 were calculated using an annual growth rate of 1.84 percent based on the average annual growth of fuel consumption projections developed by FDOT. The revenue forecasts are prepared in Year of Expenditure (YOE) dollars. Annual inflation rates are used to convert revenue forecasts prepared in today's dollars to YOE dollars. From 2010-2011, the inflation rate is 4 percent, from 2011 to 2012, the inflation rate is 3.5 percent, from 2012 to 2013 and beyond, the inflation rate is three percent each year (2035 Revenue Forecast Handbook, May 2008).

Table 8 shows annual revenue projections for Escambia County if the Second Local Option Gas Tax is implemented. The maximum revenue potentially available to Escambia County is estimated at **\$319,161,863** (YOE) through 2035.

**Table 8- Escambia County Potential Revenue from Second Local Option Gas Tax
(Year of Expenditure)**

Fiscal Year	One Cent	Two Cent	Three Cent	Four Cent	Five Cent
2010	\$1,250,097	\$2,500,194	\$3,750,291	\$5,000,388	\$6,250,485
2011	\$1,324,023	\$2,648,045	\$3,972,068	\$5,296,091	\$6,620,113
2012	\$1,395,578	\$2,791,156	\$4,186,734	\$5,582,313	\$6,977,891
2013	\$1,463,894	\$2,927,789	\$4,391,683	\$5,855,578	\$7,319,472
2014	\$1,535,555	\$3,071,110	\$4,606,665	\$6,142,220	\$7,677,775
2015	\$1,610,724	\$3,221,447	\$4,832,171	\$6,442,894	\$8,053,618
Subtotal FY 2010-15	\$8,579,871	\$17,159,742	\$25,739,612	\$34,319,483	\$42,899,354
2016	\$1,689,572	\$3,379,143	\$5,068,715	\$6,758,287	\$8,447,858
2017	\$1,772,280	\$3,544,559	\$5,316,839	\$7,089,118	\$8,861,398
2018	\$1,859,036	\$3,718,072	\$5,577,109	\$7,436,145	\$9,295,181
2019	\$1,950,040	\$3,900,080	\$5,850,119	\$7,800,159	\$9,750,199
2020	\$2,045,498	\$4,090,996	\$6,136,494	\$8,181,992	\$10,227,490
Subtotal FY 2016-20	\$9,316,425	\$18,632,851	\$27,949,276	\$37,265,701	\$46,582,127
2021	\$2,145,629	\$4,291,259	\$6,436,888	\$8,582,517	\$10,728,147
2022	\$2,250,662	\$4,501,324	\$6,751,987	\$9,002,649	\$11,253,311
2023	\$2,360,837	\$4,721,673	\$7,082,510	\$9,443,346	\$11,804,183
2024	\$2,476,404	\$4,952,809	\$7,429,213	\$9,905,617	\$12,382,021
2025	\$2,597,629	\$5,195,258	\$7,792,888	\$10,390,517	\$12,988,146
Subtotal FY 2021-25	\$11,831,162	\$23,662,323	\$35,493,485	\$47,324,646	\$59,155,808
2026	\$2,724,788	\$5,449,577	\$8,174,365	\$10,899,153	\$13,623,942
2027	\$2,858,172	\$5,716,344	\$8,574,517	\$11,432,689	\$14,290,861
2028	\$2,998,085	\$5,996,171	\$8,994,256	\$11,992,342	\$14,990,427
2029	\$3,144,848	\$6,289,695	\$9,434,543	\$12,579,391	\$15,724,239
2030	\$3,298,794	\$6,597,589	\$9,896,383	\$13,195,177	\$16,493,971
Subtotal FY 2026-30	\$15,024,688	\$30,049,376	\$45,074,064	\$60,098,752	\$75,123,440
2031	\$3,460,277	\$6,920,554	\$10,380,831	\$13,841,107	\$17,301,384
2032	\$3,629,664	\$7,259,329	\$10,888,993	\$14,518,657	\$18,148,322
2033	\$3,807,344	\$7,614,687	\$11,422,031	\$15,229,375	\$19,036,718
2034	\$3,993,721	\$7,987,442	\$11,981,162	\$15,974,883	\$19,968,604
2035	\$4,189,221	\$8,378,443	\$12,567,664	\$16,756,885	\$20,946,107
Subtotal FY 2031-35	\$19,080,227	\$38,160,454	\$57,240,681	\$76,320,908	\$95,401,135
Total FY 2010-2035	\$63,832,373	\$127,664,745	\$191,497,118	\$255,329,490	\$319,161,863

Table 9 shows the annual revenue projections for the City of Pensacola, based on the distribution of estimated revenue shown in the Local Government Financial Information Handbook (August 2009). The maximum revenue potentially available to the City of Pensacola is estimated at \$67,339,974 (YOE dollars) through 2035.

**Table 9- Pensacola Potential Revenue from Second Local Option Gas Tax
(Year of Expenditure)**

Fiscal Year	One Cent	Two Cent	Three Cent	Four Cent	Five Cent
2010	\$263,758	\$527,516	\$791,274	\$1,055,032	\$1,318,790
2011	\$279,356	\$558,711	\$838,067	\$1,117,422	\$1,396,778
2012	\$294,453	\$588,906	\$883,359	\$1,177,812	\$1,472,265
2013	\$308,867	\$617,734	\$926,601	\$1,235,469	\$1,544,336
2014	\$323,987	\$647,974	\$971,960	\$1,295,947	\$1,619,934
2015	\$339,847	\$679,693	\$1,019,540	\$1,359,386	\$1,699,233
Subtotal FY 2010-15	\$1,810,267	\$3,620,535	\$5,430,802	\$7,241,069	\$9,051,336
2016	\$356,483	\$712,966	\$1,069,448	\$1,425,931	\$1,782,414
2017	\$373,933	\$747,867	\$1,121,800	\$1,495,733	\$1,869,667
2018	\$392,238	\$784,476	\$1,176,714	\$1,568,952	\$1,961,191
2019	\$411,439	\$822,878	\$1,234,317	\$1,645,756	\$2,057,195
2020	\$431,580	\$863,159	\$1,294,739	\$1,726,319	\$2,157,899
Subtotal FY 2016-20	\$1,965,673	\$3,931,346	\$5,897,019	\$7,862,692	\$9,828,365
2021	\$452,706	\$905,413	\$1,358,119	\$1,810,826	\$2,263,532
2022	\$474,867	\$949,735	\$1,424,602	\$1,899,469	\$2,374,337
2023	\$498,113	\$996,226	\$1,494,339	\$1,992,452	\$2,490,565
2024	\$522,497	\$1,044,993	\$1,567,490	\$2,089,987	\$2,612,483
2025	\$548,074	\$1,096,148	\$1,644,222	\$2,192,296	\$2,740,369
Subtotal FY 2021-25	\$2,496,257	\$4,992,514	\$7,488,772	\$9,985,029	\$12,481,286
2026	\$574,903	\$1,149,806	\$1,724,710	\$2,299,613	\$2,874,516
2027	\$603,046	\$1,206,092	\$1,809,138	\$2,412,183	\$3,015,229
2028	\$632,566	\$1,265,132	\$1,897,698	\$2,530,265	\$3,162,831
2029	\$663,532	\$1,327,063	\$1,990,595	\$2,654,126	\$3,317,658
2030	\$696,013	\$1,392,025	\$2,088,038	\$2,784,051	\$3,480,064
Subtotal FY 2026-30	\$3,170,060	\$6,340,119	\$9,510,179	\$12,680,238	\$15,850,298
2031	\$730,084	\$1,460,168	\$2,190,252	\$2,920,336	\$3,650,420
2032	\$765,823	\$1,531,646	\$2,297,469	\$3,063,292	\$3,829,115
2033	\$803,312	\$1,606,623	\$2,409,935	\$3,213,246	\$4,016,558
2034	\$842,635	\$1,685,271	\$2,527,906	\$3,370,541	\$4,213,177
2035	\$883,884	\$1,767,768	\$2,651,652	\$3,535,536	\$4,419,420
Subtotal FY 2031-35	\$4,025,738	\$8,051,476	\$12,077,214	\$16,102,951	\$20,128,689
Total FY 2010-2035	\$13,467,995	\$26,935,990	\$40,403,984	\$53,871,979	\$67,339,974

Table 10 shows annual revenue projections for Santa Rosa County if the Second LOGT is implemented. The maximum revenue potentially available to Santa Rosa County is estimated at **\$156,539, 827** (YOE dollars) through 2035.

**Table 10- Santa Rosa County- Potential Revenue from Second Local Option Gas Tax
(Year of Expenditure)**

Fiscal Year	One Cent	Two Cent	Three Cent	Four Cent	Five Cent
2010	\$613,137	\$1,226,274	\$1,839,411	\$2,452,548	\$3,065,685
2011	\$649,396	\$1,298,791	\$1,948,187	\$2,597,582	\$3,246,978
2012	\$684,491	\$1,368,983	\$2,053,474	\$2,737,966	\$3,422,457
2013	\$717,999	\$1,435,997	\$2,153,996	\$2,871,995	\$3,589,993
2014	\$753,146	\$1,506,292	\$2,259,438	\$3,012,585	\$3,765,731
2015	\$790,014	\$1,580,028	\$2,370,042	\$3,160,057	\$3,950,071
Subtotal FY 2010-15	\$4,208,183	\$8,416,366	\$12,624,549	\$16,832,732	\$21,040,914
2016	\$828,687	\$1,657,374	\$2,486,061	\$3,314,748	\$4,143,435
2017	\$869,253	\$1,738,506	\$2,607,758	\$3,477,011	\$4,346,264
2018	\$911,804	\$1,823,609	\$2,735,413	\$3,647,218	\$4,559,022
2019	\$956,439	\$1,912,878	\$2,869,317	\$3,825,756	\$4,782,196
2020	\$1,003,259	\$2,006,517	\$3,009,776	\$4,013,035	\$5,016,294
Subtotal FY 2016-20	\$4,569,442	\$9,138,884	\$13,708,326	\$18,277,768	\$22,847,210
2021	\$1,052,370	\$2,104,740	\$3,157,111	\$4,209,481	\$5,261,851
2022	\$1,103,886	\$2,207,772	\$3,311,658	\$4,415,543	\$5,519,429
2023	\$1,157,923	\$2,315,847	\$3,473,770	\$4,631,693	\$5,789,616
2024	\$1,214,606	\$2,429,212	\$3,643,818	\$4,858,424	\$6,073,030
2025	\$1,274,063	\$2,548,127	\$3,822,190	\$5,096,253	\$6,370,317
Subtotal FY 2021-25	\$5,802,849	\$11,605,697	\$17,408,546	\$23,211,395	\$29,014,243
2026	\$1,336,431	\$2,672,863	\$4,009,294	\$5,345,725	\$6,682,156
2027	\$1,401,852	\$2,803,705	\$4,205,557	\$5,607,409	\$7,009,261
2028	\$1,470,476	\$2,940,951	\$4,411,427	\$5,881,903	\$7,352,379
2029	\$1,542,458	\$3,084,917	\$4,627,375	\$6,169,834	\$7,712,292
2030	\$1,617,965	\$3,235,930	\$4,853,895	\$6,471,860	\$8,089,824
Subtotal FY 2026-30	\$7,369,183	\$14,738,365	\$22,107,548	\$29,476,730	\$36,845,913
2031	\$1,697,168	\$3,394,335	\$5,091,503	\$6,788,670	\$8,485,838
2032	\$1,780,247	\$3,560,494	\$5,340,742	\$7,120,989	\$8,901,236
2033	\$1,867,394	\$3,734,788	\$5,602,182	\$7,469,576	\$9,336,970
2034	\$1,958,807	\$3,917,613	\$5,876,420	\$7,835,226	\$9,794,033
2035	\$2,054,694	\$4,109,388	\$6,164,082	\$8,218,776	\$10,273,470
Subtotal FY 2031-35	\$9,358,309	\$18,716,619	\$28,074,928	\$37,433,237	\$46,791,547
Total FY 2010-2035	\$31,307,965	\$62,615,931	\$93,923,896	\$125,231,862	\$156,539,827

Forecasted Revenue from Implementation of Ninth Cent Gas Tax

Currently, Escambia County imposes the Ninth Cent Gas Tax at its maximum rate of one cent per gallon on motor fuel. Santa Rosa County does not have the Ninth Cent Gas Tax in place. Table 11 shows the potential revenues available to the county through the implementation of this tax. The estimate was developed using the Ninth Cent Fuel Tax projections for FY 2010 from the Local Government Financial Information Handbook (August 2009). An annual growth rate of 1.84 percent was used. Similar to the Second LOGT estimates, the Ninth Cent Gas Tax inflation factors have to be applied to convert today's dollars into year of expenditure dollars. Table 11 shows that about **\$31,307,965** (YOE dollars) is potentially available through the implementation of the Ninth Cent Gas Tax in Santa Rosa County.

**Table 11- Santa Rosa County Potential Revenue from Ninth Cent Gas Tax
(Year of Expenditure)**

Fiscal Year	Santa Rosa
2010	\$613,137
2011	\$649,396
2012	\$684,491
2013	\$717,999
2014	\$753,146
2015	\$790,014
Subtotal FY 2010-15	\$4,208,183
2016	\$828,687
2017	\$869,253
2018	\$911,804
2019	\$956,439
2020	\$1,003,259
Subtotal FY 2016-20	\$4,569,442
2021	\$1,052,370
2022	\$1,103,886
2023	\$1,157,923
2024	\$1,214,606
2025	\$1,274,063
Subtotal FY 2021-25	\$5,802,849
2026	\$1,336,431
2027	\$1,401,852
2028	\$1,470,476
2029	\$1,542,458
2030	\$1,617,965
Subtotal FY 2026-30	\$7,369,183
2031	\$1,697,168
2032	\$1,780,247
2033	\$1,867,394
2034	\$1,958,807
2035	\$2,054,694
Subtotal FY 2031-35	\$9,358,309
Total FY 2010-2035	\$31,307,965

Forecasted Revenue from Implementation of Local Infrastructure Surtax

Both counties are eligible for the Local Infrastructure Surtax, also known as the Local Option Sales Tax (LOST), which can be applied at either one-half percent or one percent. Escambia County implements LOST at a rate of one percent. Santa Rosa County does not currently levy the tax. Revenue estimates for Escambia, City of Pensacola and Santa Rosa County from the sales tax levy of one percent were forecasted using revenue estimates from the Florida Legislative Committee on Intergovernmental Relations and assuming an annual growth rate of five percent, based on taxable sales forecasted through 2015 developed by the University of Florida, Bureau of Economic and Business Research. Table 12 illustrates that a one percent sales tax in Escambia County could generate **\$2.7 Billion** (YOE dollars) between Fiscal Years 2010 and 2035. Table 13 shows estimated revenues of **\$513.8 Million** (YOE dollars) for the same period for the City of Pensacola. Table 14 illustrates that if Santa Rosa County implemented the Local Option Sales Tax at one percent, the county could generate an estimated **\$1.1 Billion** (YOE dollars) between Fiscal Years 2010 and 2035.

**Table 12- Escambia County Projected Local Sales Tax Revenue Generated
(Year of Expenditure)**

Fiscal Year	Infrastructure Surtax (1%)	Transportation (10%)	Transportation (25%)
2010	\$32,972,889	\$3,297,289	\$8,243,222
2011	\$36,006,395	\$3,600,639	\$9,001,599
2012	\$39,129,950	\$3,912,995	\$9,782,487
2013	\$42,319,041	\$4,231,904	\$10,579,760
2014	\$45,768,042	\$4,576,804	\$11,442,011
2015	\$49,498,138	\$4,949,814	\$12,374,534
Subtotal FY 2010-15	\$245,694,455	\$24,569,445	\$61,423,614
2016	\$53,532,236	\$5,353,224	\$13,383,059
2017	\$57,895,113	\$5,789,511	\$14,473,778
2018	\$62,613,565	\$6,261,357	\$15,653,391
2019	\$67,716,571	\$6,771,657	\$16,929,143
2020	\$73,235,471	\$7,323,547	\$18,308,868
Subtotal FY 2016-20	\$314,992,957	\$31,499,296	\$78,748,239
2021	\$79,204,162	\$7,920,416	\$19,801,041
2022	\$85,659,301	\$8,565,930	\$21,414,825
2023	\$92,640,534	\$9,264,053	\$23,160,134
2024	\$100,190,738	\$10,019,074	\$25,047,684
2025	\$108,356,283	\$10,835,628	\$27,089,071
Subtotal FY 2021-25	\$466,051,019	\$46,605,102	\$116,512,755
2026	\$117,187,320	\$11,718,732	\$29,296,830
2027	\$126,738,087	\$12,673,809	\$31,684,522
2028	\$137,067,241	\$13,706,724	\$34,266,810
2029	\$148,238,221	\$14,823,822	\$37,059,555
2030	\$160,319,636	\$16,031,964	\$40,079,909
Subtotal FY 2026-30	\$689,550,505	\$68,955,050	\$172,387,626
2031	\$173,385,686	\$17,338,569	\$43,346,422
2032	\$187,516,620	\$18,751,662	\$46,879,155
2033	\$202,799,224	\$20,279,922	\$50,699,806
2034	\$219,327,361	\$21,932,736	\$54,831,840
2035	\$237,202,541	\$23,720,254	\$59,300,635
Subtotal FY 2031-35	\$1,020,231,432	\$102,023,143	\$255,057,858
Total FY 2010-2035	\$2,736,520,368	\$273,652,037	\$684,130,092

**Table 13- City of Pensacola Projected Local Sales Tax Revenue Generated
(Year of Expenditure)**

Fiscal Year	Infrastructure Surtax (1%)	Transportation (10%)	Transportation (25%)
2010	\$6,190,830	\$619,083	\$1,547,708
2011	\$6,760,387	\$676,039	\$1,690,097
2012	\$7,346,850	\$734,685	\$1,836,713
2013	\$7,945,619	\$794,562	\$1,986,405
2014	\$8,593,187	\$859,319	\$2,148,297
2015	\$9,293,531	\$929,353	\$2,323,383
Subtotal FY 2010-15	\$46,130,404	\$4,613,040	\$11,532,601
2016	\$10,050,954	\$1,005,095	\$2,512,739
2017	\$10,870,107	\$1,087,011	\$2,717,527
2018	\$11,756,021	\$1,175,602	\$2,939,005
2019	\$12,714,136	\$1,271,414	\$3,178,534
2020	\$13,750,338	\$1,375,034	\$3,437,585
Subtotal FY 2016-20	\$59,141,556	\$5,914,156	\$14,785,389
2021	\$14,870,991	\$1,487,099	\$3,717,748
2022	\$16,082,977	\$1,608,298	\$4,020,744
2023	\$17,393,739	\$1,739,374	\$4,348,435
2024	\$18,811,329	\$1,881,133	\$4,702,832
2025	\$20,344,452	\$2,034,445	\$5,086,113
Subtotal FY 2021-25	\$87,503,489	\$8,750,349	\$21,875,872
2026	\$22,002,525	\$2,200,253	\$5,500,631
2027	\$23,795,731	\$2,379,573	\$5,948,933
2028	\$25,735,083	\$2,573,508	\$6,433,771
2029	\$27,832,492	\$2,783,249	\$6,958,123
2030	\$30,100,841	\$3,010,084	\$7,525,210
Subtotal FY 2026-30	\$129,466,673	\$12,946,667	\$32,366,668
2031	\$32,554,059	\$3,255,406	\$8,138,515
2032	\$35,207,215	\$3,520,721	\$8,801,804
2033	\$38,076,603	\$3,807,660	\$9,519,151
2034	\$41,179,846	\$4,117,985	\$10,294,962
2035	\$44,536,004	\$4,453,600	\$11,134,001
Subtotal FY 2031-35	\$191,553,727	\$19,155,373	\$47,888,432
Total FY 2010-2035	\$513,795,849	\$51,379,585	\$128,448,962

**Table 14- Santa Rosa County Projected Local Sales Tax Revenue Generated
(Year of Expenditure)**

Fiscal Year	Infrastructure Surtax (1%)	Transportation (10%)	Transportation (25%)
2010	\$12,738,089	\$1,273,809	\$3,184,522
2011	\$13,909,994	\$1,390,999	\$3,477,498
2012	\$15,116,686	\$1,511,669	\$3,779,171
2013	\$16,348,695	\$1,634,870	\$4,087,174
2014	\$17,681,114	\$1,768,111	\$4,420,279
2015	\$19,122,125	\$1,912,212	\$4,780,531
Subtotal FY 2010-15	\$94,916,703	\$9,491,670	\$23,729,176
2016	\$20,680,578	\$2,068,058	\$5,170,145
2017	\$22,366,045	\$2,236,605	\$5,591,511
2018	\$24,188,878	\$2,418,888	\$6,047,219
2019	\$26,160,271	\$2,616,027	\$6,540,068
2020	\$28,292,334	\$2,829,233	\$7,073,083
Subtotal FY 2016-20	\$121,688,106	\$12,168,811	\$30,422,026
2021	\$30,598,159	\$3,059,816	\$7,649,540
2022	\$33,091,909	\$3,309,191	\$8,272,977
2023	\$35,788,899	\$3,578,890	\$8,947,225
2024	\$38,705,694	\$3,870,569	\$9,676,424
2025	\$41,860,209	\$4,186,021	\$10,465,052
Subtotal FY 2021-25	\$180,044,869	\$18,004,487	\$45,011,217
2026	\$45,271,816	\$4,527,182	\$11,317,954
2027	\$48,961,469	\$4,896,147	\$12,240,367
2028	\$52,951,828	\$5,295,183	\$13,237,957
2029	\$57,267,402	\$5,726,740	\$14,316,851
2030	\$61,934,695	\$6,193,470	\$15,483,674
Subtotal FY 2026-30	\$266,387,210	\$26,638,721	\$66,596,802
2031	\$66,982,373	\$6,698,237	\$16,745,593
2032	\$72,441,437	\$7,244,144	\$18,110,359
2033	\$78,345,414	\$7,834,541	\$19,586,353
2034	\$84,730,565	\$8,473,056	\$21,182,641
2035	\$91,636,106	\$9,163,611	\$22,909,026
Subtotal FY 2031-35	\$394,135,894	\$39,413,589	\$98,533,974
Total FY 2010-2035	\$1,057,172,782	\$105,717,278	\$264,293,196

EXISTING LOCAL REVENUE SOURCES

Currently, a total tax of 48.2 cents per gallon of gasoline is collected in Escambia County and 47.2 cents per gallon of gasoline is collected in Santa Rosa County. This tax amount includes existing state and federal motor fuel taxes, and the six cents per gallon Local Option Gas Tax in both counties and the one-cent per gallon Ninth-Cent Gas Tax in Escambia County.

Toll Facilities

Two toll facilities currently exist in the Florida- Alabama TPO Area: Bob Sikes Bridge connecting Gulf Breeze to Pensacola Beach and the Garcon Point Bridge connecting I-10 to US 98 in Santa Rosa County. Tolls on the Garcon Point Bridge are used exclusively to pay its debt. Only the Santa Rosa Island Authority is using revenue from the Bob Sikes Bridge to finance transportation improvements on Pensacola Beach.

Bond Issues

The 2009, session of the Florida Legislature produced House Bill 5013, which authorized the Northwest Regional Transportation Planning Organization (RTPO) to study the feasibility of advance funding the costs of capacity projects in its member counties and making recommendations to the Legislature by February 1, 2010. At the July 2009, RTPO meeting, the members approved a resolution to support completion of a feasibility study for advance funding of capacity projects. The scope of work for the study was divided into two phases. The first phase was a determination of legal feasibility, and the second phase of the study was a determination of financial feasibility.

The first phase of the study for advance funding of capacity projects was completed in December, 2009, and presented to the RTPO and to the respective TPO bodies in January, 2010. The consensus of all parties was that the advance funding was legally feasible, but that the second phase of the study needed to be completed to answer the numerous questions of financial feasibility.

Impact Fees

Santa Rosa County implemented an impact fee for transportation in 2006, in an effort to raise money for road improvements in the county. The fee is determined based on the type and location of development. The impact fee for projects built on rural roads is less than those built on urban roads. The county earned \$9,351,404.90 from January 2006 through December 2008 for transportation improvements. However, considering the current national downturn in the economy, county commissioners voted in January 2009, to suspended collection of the fee. The suspension was extended through December 2010, in December 2009.

First Local Option Gas Tax

The LOGT is a tax of six cents per gallon. Escambia County receives 81.15 percent of the LOGT collections. On March 17, 2005, the county commission voted to extend the LOGT for an additional ten years. Revenues from the tax in Escambia County are used for transportation expenditures including support of the mass transit system and road repairs and maintenance. The City of Pensacola receives 18.22 percent of the revenues. Uses include road construction, resurfacing, storm water projects, and intersection improvements. Santa Rosa County indicated that this revenue will be used to operate the county's road departments. Santa Rosa County renewed the LOGT in 1996, and it is used for operations of roads and bridges. The Town of Century, Gulf Breeze and Milton do not receive enough LOGT revenue to fund capacity projects. They do, however, have the ability to contribute funding to transit, bicycle, and pedestrian projects.

Second Local Option Gas Tax

Currently, the Second LOGT is not in place in Escambia or Santa Rosa Counties. Implementation of the second LOGT of one to five cents per gallon requires a majority plus one vote of the county commissioners or voter approval by a countywide referendum.

Tables 8-10 in the previous section illustrate projected revenue, which could be generated by the implementation of the Second Local Option Gas Tax. The tables show

the share of revenues that would be distributed to Escambia County, Pensacola, and Santa Rosa County, based on varying tax rate scenarios (a minimum of one cent to a maximum of five cents per gallon).

Ninth-Cent Gas Tax

The Ninth Cent Gas Tax was considered an optional funding source for Santa Rosa County only. The tax has already been adopted by Escambia County, and is being used to pave dirt roads in the county. Table 11 in the previous section indicates the amount of revenue, which could be available to Santa Rosa County from the Ninth Cent Gas Tax, for the period 2010 to 2035.

As Table 11 shows, the Ninth Cent Gas Tax could generate a total of **\$31.3 million** for Santa Rosa County. There is no requirement to share these funds with municipalities.

Local Government Infrastructure Surtax (Local Option Sales Tax)

The Local Option Sales Tax (LOST) can be levied by county governing bodies at a rate of .5 percent to 1 percent. Escambia County levies the one percent surtax. Voters first approved the tax in 1992. It was extended in 1996, and again in 2006. Escambia County can levy the one cent sales tax until December 31, 2017. LOST accounts for approximately 12 percent of the county's total operating budget. The City of Pensacola receives a portion of the tax proceeds through a distribution formula provided in F.S. 218.62. In 2008, Escambia County generated approximately \$34,326,319, and the City received approximately \$10,322,222. Santa Rosa County does not levy any Local Option Sales Tax.

The proceeds of this tax are limited to funding capital infrastructure projects. The county uses the proceeds to fund roads, drainage, public safety, parks, court facilities, correctional facilities and public amenities according to the County's Five Year Capital Improvement Program. The City has used the proceeds to fund parks, construction and renovation of public facilities, police and fire vehicles, sidewalks and drainage and stormwater projects.

Assuming ten percent of the Local Option Sales Tax proceeds are dedicated to transportation projects, Tables 12-14 in the previous section illustrate the forecasted revenue in year of expenditure dollars from 2010 through 2035, that Escambia County could utilize is **\$273,652,037**. The City of Pensacola could expect to generate an additional **\$51,379,585** for transportation projects. If Santa Rosa County implemented a one percent Local Option Sales Tax and dedicated ten percent of the proceeds to fund transportation projects, the County could expect to generate **\$105,717,278** in additional revenues over the 25 year period. As a point of clarification, the voters in Santa Rosa County approved a one cent sales tax in 2002, for courthouse expansion. The tax was levied for four years, and was not extended.

Municipal Services Taxing and Benefit Units

Escambia County has established Municipal Services Benefit Units to fund street lighting and maintenance of holding ponds. Municipal Service Taxing Units have been established in Santa Rosa County to fund area specific lighting, paving, canals, or sewage projects. Property owners might also see a fire services MSBU if their property is located outside of one of the special fire taxing districts. This MSBU funds the fire protection services for that property

Neither county has established Municipal Service Taxing Units or Benefit Units to fund transportation improvements.

Tax Increment Financing

Under Florida Statutes Chapter 163, Part III, Escambia County established the Redevelopment Agency in 1995. Since then, five redevelopment areas have been designated in the county. The Redevelopment Agency uses a combination of Tax Increment Financing, Community Development Block Grant and other grant funding sources and partnerships to finance the agency's programs and initiatives. The county's adopted budget for Fiscal Year 2010 shows tax increment revenues budgeted to construct sidewalks, parks and pedestrian improvements.

The City of Pensacola also has a community redevelopment area established under Florida Statutes Chapter 163, Part III. The city uses the tax increment revenues to fund streetscapes and roadway improvements, building renovations, new building construction, flood control initiatives, water and sewer improvements, parking lots and garages, neighborhood parks, sidewalks and street tree plantings.

The Community Redevelopment Agency funds public infrastructure to foster private investment in new development and renovation within the designated Community Redevelopment Area. This area of approximately two (2) square miles encompasses the City's downtown and urban core extending south from Cervantes Street to the waterfront and bounded by "A" Street on the west and 17th Avenue on the east.

Proportionate Fair Share

Escambia County adopted a proportionate fair share ordinance on November 11, 2006. Santa Rosa County adopted a similar ordinance on March 27, 2008. These ordinances only apply to unincorporated areas.

Part of the "Pay as You Grow" legislation passed by the State Legislature and signed by the Governor in 2005 included a requirement for local governments to adopt a transportation proportionate fair-share ordinance. The purpose of the legislation, now found in Chapter 163.3180 (16) Florida Statutes, is "to provide a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors." Adoption of the proportionate fair-share ordinance makes it possible for development to proceed on roads which are exceeding capacity or expected to exceed capacity as a result of the development if the developer agrees to pay a "fair share" toward a programmed transportation improvement. The programmed transportation improvements must be in the County's Comprehensive Plan Capital Improvements Element or added at the next update. Moreover, the programmed improvements must restore the transportation facility to its adopted level of service for concurrency by the end of the planning period. Level of service is measured on a scale

from A to F with the adopted level of service for most roads at D. The planning period can be 5, 10 or 15 years.

Based on the estimated proportionate fair share contributions that Santa Rosa County can receive if parcels are developed to the highest density and intensity, the forecasted revenues through 2035 in year of expenditure dollars is **\$462,095,226**

CONCLUSION

Constitutional Gas Tax and County Gas Tax revenues for both Escambia County and Santa Rosa County are committed to roadway maintenance. Therefore, they are not available for major transportation improvements.

The remaining revenues which are available for transportation projects in Escambia County, Santa Rosa County, and other area municipalities do not total enough to be used for any activities other than maintenance and paving. Table 15 summarizes the existing revenue amounts that are available for major construction projects in the Florida- Alabama TPO area.

**TABLE 15- FDOT DISTRICT 3 SUMMARY OF EXISTING REVENUES FOR
FL-AL TPO (YEAR OF EXPENDITURE DOLLARS)**

CAPACITY PROGRAMS	2035 Revenue Forecast					
	FYs 14-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal	FYs 26-30 Subtotal	FYs 31-35 Subtotal	22 Year Total
SIS Highways/FIHS Construction/ROW ¹	\$8,946,000	\$97,222,000	\$41,576,000	\$41,576,000	\$67,937,000	\$257,257,000
Other Arterial Construction/ROW ²	\$8,900,000	\$26,400,000	\$28,900,000	\$30,900,000	\$33,100,000	\$128,200,000
Transit ²	\$8,100,000	\$22,000,000	\$24,700,000	\$27,600,000	\$30,200,000	\$112,500,000
TMA Funds	\$13,300,000	\$35,200,000	\$37,200,000	\$38,300,000	\$38,500,000	\$162,600,000
TOTAL CAPACITY PROGRAMS ²	\$39,246,000	\$180,822,000	\$132,376,000	\$138,376,000	\$169,737,000	\$660,557,000

¹ May be supplemented with TMA Funds. Guidance in the 2035 Revenue Forecast Handbook for planning for Capacity and Non-Capacity uses with these funds.

² Revenue estimates may decrease if funds are needed to fund the High Speed Rail Project from Tampa to Orlando.

Optional funding sources for local governments include expanding the Second Local Option Gas Tax up to five cents per gallon beyond the adopted six cents per gallon, implementation of the Local Government Infrastructure Surtax and assessment of the Ninth Cent Gas Tax.

TABLE 16 - SUMMARY OF PROJECTED ALTERNATIVE REVENUE SOURCES (YEAR OF EXPENDITURE)

Optional Revenue	Escambia	Pensacola	Santa Rosa
Second Local Option Gas Tax	\$191,497,118	\$40,403,984	\$93,923,896
Local Option Sales Tax	\$273,652,037	\$51,379,585	\$105,717,278
Ninth Cent Gas Tax			\$31,307,965
Total	\$465,149,155	\$91,783,569	\$230,949,139

NOTE: The following scenarios were assumed:

Second Local Option Gas Tax - 3 cents per gallon

Local Option Sales Tax: 10% of receipts dedicated to roadways

The projections of traditional existing revenue sources and optional revenue sources in this financial resources report will provide information to the Florida-Alabama TPO in the preparation of Year 2005, 2010, 2020, and 2025 Cost Feasible Plans. The adopted Cost Feasible Plan will identify which long-range transportation improvements are recommended for implementation, and which funding sources will be used for each recommended project.

Table 17 summarizes the existing and alternative revenue sources considered for the study. Please refer to the appropriate sections for additional information on specific funding sources.

As stated in the Introduction, the summary of transportation revenue presented in Table 17 can be drastically changed (reduced), depending on how the Department of Transportation and Florida Legislature decide to finance the Florida Strategic Intermodal System. A change in revenue projected to be available for the Florida-Alabama TPO

2035 Long Range Transportation Plan will trigger a re-evaluation of funds shown in Table 18.

**TABLE 17 - SUMMARY OF TOTAL REVENUES, 2010-2035
(YEAR OF EXPENDITURE)**

Jurisdiction	Existing Revenue Sources	Optional Revenue Sources	Total Forecasted Revenue
Federal/State ¹	\$257,257,000.00		\$257,257,000.00
Capacity ²	\$403,300,000.00		\$403,300,000.00
Escambia County ³		\$465,149,155.00	\$465,149,155.00
City of Pensacola ³		\$91,783,569.00	\$91,783,569.00
Santa Rosa County ⁴		\$230,949,139.00	\$230,949,139.00
Total	\$660,557,000.00	\$787,881,863.00	\$1,448,438,863.00

Sources: Tables 2, 7-16 Financial Resources Report

¹ FL-AL TPO FHIS/SIS Work Program Estimates Provided by FDOT

² FL-AL TPO FDOT Capacity Program Estimates

³ 3 cents per gallon Second Local Option Gas Tax & 10% of 1%
Local Option Sales Tax

⁴ 3 cents per gallon Second Local Option Gas Tax, 10% of 1%
Local Option Sales Tax, 9th Cent Gas Tax

HYPERLINKS TO TABLES

[TABLE 1 SUMMARY OF FEDERAL AND STATE REVENUE SOURCES](#)

[TABLE 2 FDOT DISTRICT 3 CAPACITY PROGRAM ESTIMATES FL-AL TPO](#)

[TABLE 3 FDOT DISTRICT 3 ENHANCEMENT FUND PROGRAM ESTIMATES](#)

[TABLE 4- TMA FUND PROGRAM ESTIMATES FOR LILLIAN, ALABAMA](#)

[TABLE 5 FDOT DISTRICT 3 TRANSPORTATION REGIONAL INCENTIVE PROGRAM ESTIMATES](#)

[TABLE 6 FDOT FORECAST OF NEW STARTS TRANSIT ESTIMATES](#)

[TABLE 7 EXISTING AND OPTIONAL TRANSPORTATION REVENUE SOURCES](#)

[TABLE 8 ESCAMBIA COUNTY POTENTIAL REVENUE FROM SECOND LOCAL OPTION GAS TAX](#)

[TABLE 9 PENSACOLA POTENTIAL REVENUE FROM SECOND LOCAL OPTION GAS TAX](#)

[TABLE 10 SANTA ROSA COUNTY- POTENTIAL REVENUE FROM SECOND LOCAL OPTION GAS TAX](#)

[TABLE 11 SANTA ROSA COUNTY POTENTIAL REVENUE FROM NINTH CENT GAS TAX](#)

[TABLE 12 ESCAMBIA COUNTY PROJECTED LOCAL SALES TAX REVENUE GENERATED](#)

[TABLE 13 CITY OF PENSACOLA PROJECTED LOCAL SALES TAX REVENUE GENERATED](#)

[TABLE 14 SANTA ROSA COUNTY PROJECTED LOCAL SALES TAX REVENUE GENERATED](#)

[TABLE 15 SUMMARY OF EXISTING REVENUES FOR FDOT DISTRICT 3 MAJOR CONSTRUCTION PROJECTS](#)

[TABLE 16 SUMMARY OF PROJECTED ALTERNATIVE REVENUE SOURCES](#)

[TABLE 17 SUMMARY OF TOTAL REVENUES, 2010-2035](#)

APPENDIX

RESOLUTION FL-AL 10-14

RESOLUTION FL-AL 10-14

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION STATING RECEIPT OF THE 2035 BLUEPRINT FLORIDA-ALABAMA LONG RANGE TRANSPORTATION PLAN FINANCIAL RESOURCES REPORT

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 2035 Florida-Alabama Long Range Transportation Plan is developed pursuant to Part 23 Section 450.322, Code of Federal Regulations and Section 339.175(6), Florida Statutes; and

WHEREAS, the 2035 Florida-Alabama Long Range Transportation Plan update Scope of Services was approved by the TPO on April 9, 2008; and

WHEREAS, a task in the 2035 Florida-Alabama Long Range Transportation Plan update Scope of Service is the Financial Resources Report; and

WHEREAS, the Financial Resources Report was reviewed by Escambia and Santa Rosa Counties, the City of Pensacola and the Florida and Alabama Departments of Transportation;

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

The Florida-Alabama TPO is in receipt of the Financial Resources Report for the 2035 Florida-Alabama Long Range Transportation Plan.

Passed and duly adopted by the Florida-Alabama TPO on this 14th day of April 2010.

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY:


Grover C. Robinson IV, Chairman

ATTEST: 

9.0 Plan Amendment Process

As per the Metropolitan Planning Organization Program Management Handbook and the requirements of SAFETEA-LU, the Long Range Transportation Plan may be amended at any time. The plan amendment process is subject to all the requirements of a plan update, including public involvement. Documentation shall include, but is not limited to, a revised analysis of the impacts of the proposed plan revision to the transportation system, documentation of the public involvement process, new maps, documentation and data files of the revised model and/or technique, and a revised balancing of project costs versus forecasted revenues. The TPO must adopt Long Range Transportation Plan amendments at an advertised TPO Public Hearing. Amendments may result from changes to the financial plan, the addition of new projects, and changing priorities (for example, moving projects from the Needs Assessment to the Cost Feasible Plan). It is recommended that at least a month between meetings occur for a Long Range Transportation Plan amendment to be processed. The Long Range Transportation Plan amendment adoption shall occur at an advertised TPO Public Hearing.

The Florida-Alabama TPO has recently gone through this process to update the costs and projects associated with the 2025 Cost Feasible Plan. The update occurred during August 2007 with the Cost Feasible Plan being amended at an advertised public hearing on August 21, 2007. This LRTP has been updated to reflect the changes made during the process.

1.0 Introduction

1.4.4 Regional Coordination

The Florida-Alabama TPO participates in the Northwest Florida Regional Transportation Planning Organization (NFRTPO). This organization was created on May 20, 2004 and, at the time, included representatives from the four counties in western Florida: Escambia County and Santa Rosa County (Pensacola MPO); and Okaloosa County and Walton County (Okaloosa-Walton TPO). The NFRTPO was reorganized to include a portion of Baldwin County in Alabama when the Pensacola MPO was re-organized as the Florida-Alabama TPO. The NFRTPO is a voluntary regional association initiated by the TPO to assist in establishing regional roadway priorities in the five county region. This process began as a result of the 2000 Census which identified that the Fort Walton Beach Urbanized Area extended westward, well beyond the Okaloosa County Line, resulting in an overlap of almost five miles into Santa Rosa County, to the City of Navarre specifically. Traffic patterns clearly indicated that a high number of residents from Navarre traveled to Okaloosa County for jobs and shopping. The FDOT also noticed the overlap of urbanized areas and recommended two options: merge into a single MPO spanning the then four county region or establish a formal process to coordinate and develop a regional transportation plan and priorities. The creation of the NFRTPO was the start of implementing a formal coordination process resulting in a regional transportation plan and priorities. The Regional Transportation Partnership has identified the significant regional facilities in the area, as shown in Figure 1-8 and has identified and prioritized projects for the region. The partnership has also worked together to submit requests for funding to FDOT under the Transportation Regional Incentive Program and will continue to coordinate and prioritize projects of regional significance.

The Florida-Alabama TPO also works closely with the Northwest Florida Transportation Corridor Authority (NFTCA) and the Santa Rosa Bridge Authority (SRBA). The NFTCA was created by the 2005 Florida Legislature with a purpose to improve the mobility along the US 98 corridor in order to enhance traveler safety, identify and develop hurricane evacuation routes, promote economic development along the corridor, and implement transportation projects to alleviate current or anticipated traffic congestion. This includes the construction of feeder roads, reliever roads, connector roads, bypasses, other facilities that are intended to improve mobility along the US 98 corridor. SRBA maintains the Garcon Point Bridge in Santa Rosa County. The Garcon Point Bridge creates a regional transportation loop to benefit traffic circulation and help

1.0 Introduction

reduce traffic on US 98 through Gulf Breeze and on the US 98 bridge. The regional loop connects I-10, US 98 and I-110 and provides an additional hurricane evacuation route by connecting I-10 and US 98.

ADOPTED EVALUATION CRITERIA

Hurricane Evacuation (weight 20)

- Hurricane Evacuation Route 3 points
- Not an Hurricane Evacuation Route 0 points

Source: Northwest Florida Hurricane Evacuation Restudy

Related Objectives: 3.2

Level of Service

A. Existing Level of Service based on TPO's Congestion Management System (weight 15)

- Level of Service E or F 3 points
- Level of Service D 2 points
- Level of Service C 1 point
- Level of Service A or B 0 points

B. Future Level of Service in 2025 Needs Assessment (weight 15)

- Level of Service A, B, or C 3 points
- Level of Service D 2 points
- Level of Service E 1 point
- Level of Service F 0 points

Source: Florida-Alabama TPO and HDR

Related Objectives: 1.7, 4.1, 4.3, and 6.3

Project Status (weight 10)

- Project Scheduled for Construction in the Five Year Work Program or Project Scheduled for Right-of-Way or Design in First three years of Work Program
(Committed Project in Long Range Plan not subject priority ranking)
- Right-of-Way scheduled in 4th or 5th year of Work Program 3 points
- Final Design scheduled in 4th or 5th year of Year Work Program 2 points
- Project Development and Environmental Study (PD&E), Completed, underway, or scheduled in the 5 Year Work Program 1 point
- No Project Phases scheduled 0 points

Source: DOT Five Year Work Program

Related Objectives: 4.1, 5.4, and 5.6

Project Cost (weight 10)

- Less than \$15,000,000 3 points
- \$15,000,000 to Less than \$30,000,000 2 points
- \$30,000,000 to Less than \$60,000,000 1 point
- \$60,000,000 or Greater 0 points

Source: DOT Project Cost Estimates

Goal 4 and Objective 4.5

Project Cost Sharing (Weight 10)

- 50% or more of project cost is included in local government funded Five Year Capital Improvements Program 3 points
- 25% to less than 50% of project cost is included in local government funded Five Year Capital Improvements Program 2 points

- 15% to less than 25% of project cost is included in local government funded Five Year Capital Improvements Program 1 point
- 0 to less than 15% of project cost is included in local government funded Five Year Capital Improvements Program 0 points

Source: Local Governments Capital Improvement Program.

Related Objectives: 4.1, 4.3, 5.4, and 5.6

Project Environmental/Social Impacts (Weight 10)

- Project has gone through Project Development and Environmental Study and/or Efficient Transportation Decision Making review and has no impacts or impacts are addressed 3 points
- Project has moderate impacts 2 points
- Project has substantial impacts 1 points
- Project has impacts of potential dispute 0 points

Source: Efficient Transportation Decision Making Process.

Related Objectives: 5.2, 5.4 and 7.3

Economic Development and Freight Movement (Weight 5)

- Project provides a direct connection to long term employment center (airports, industrial parks, tourist centers, military installations) 3 points
- Project provides regional connection to facilitate freight movement (Strategic Intermodal System and Regional Significant Facilities) 2 points
- Project provides a connector to employment or freight routes listed above 1 point
- Project does not directly Facilitate Economic Development or Freight Movement 0 points

Source: SIS and Northwest Florida Regional TPO

Related Objectives: 1.4, 1.5, 7.1, and 7.2

Defense Access Route or Regionally Significant Facility that Crosses County and/or State Boundary (Weight 5)

- Project on Defense Access Route or Regionally Significant Facility 3 points
- Project not on Defense Access Route or Regionally Significant Facility 0 points

Source: DOT, military, and Northwest Florida Regional TPO

Related Objectives: 7.2

Notes: (a) The maximum points a project can have in any one category is 3.

(b) The maximum total points a project can receive is **300** points:

Hurricane Evacuation	3*20 =	60
Level of Service (Existing CMS)	3*15 =	45
Level of Service (2025 Needs Assessment)	3*15 =	45
Project Status	3*10 =	30
Project Cost	3*10 =	30
Project Cost Sharing	3*10 =	30
Environmental/Social Impacts	3*10 =	30
Economic Development and Freight Movement	3*5 =	15
Defense Access Route	3*5 =	15
Maximum Total Points		300

(c) The Florida-Alabama TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.

**LONG RANGE TRANSPORTATION PLAN
LAND USE SUBCOMMITTEE MEETING SUMMARY
July 16, 2009**

Attendees

Eva Peterson, Escambia County
David Forte, Escambia County
Eugene Harris, Escambia County
Tommy Brown, Escambia County
Charlie Gonzalez, Escambia County GIS
Nancy Model, Santa Rosa County
Paul Miller, Santa Rosa County
Mary Ann Vance, Santa Rosa County GIS
Wayne Dyess, Baldwin County
Clair Byrd, Baldwin County
Randy Jorgenson, Milton
Jim Thompson, Gulf Power
Rick Harper, UWF
Jim DeVries, FDOT District III, Urban Office
Linda Little, FDOT District III
Cynthia Williams, WFRPC
Holly Langston, WFRPC
Jim Crumlish, WFRPC
Wiley Page, PBS&J
Mike Brown, Transportation Planning Services
Jessica Paul, TPO Staff
Taye Warfield, TPO Staff
Nick Nickoloff, TPO Staff
Gary Kramer, TPO Staff

Handouts

- Agenda.
- Power Point Presentation.
- Control Totals White Paper.

Introductions

- Gary Kramer welcomed everybody to the meeting and asked the individuals present to introduce themselves and the organization they represent.

Purpose of Committee

- Gary Kramer explained the purpose of the Land Use Subcommittee was to furnish and oversee the necessary data to run the Urban Land Use Allocation Model (ULAM). The outcome of ULAM is the data necessary to run the travel demand

model for the Florida-Alabama Transportation Planning Organization. He mentioned the Land Use Subcommittee is anticipated to meet four times.

Overview

- Mike Brown provided a power point overview which explained ULAM and how it has been refined since the previous Long Range Transportation Plan Update. He also had a slide on existing Development of Regional Impacts.

Control Totals

- Jim DeVries cautioned the committee on using High Bureau of Economic and Business Research (BEBR) population growth rates for 2035 because of air quality concerns.
- Eva Peterson stated she is comfortable with Medium BEBR estimates for Escambia County. Nancy Model stated likewise for Santa Rosa County.
- Nancy Model asked if they could use the population projections from the Hurricane Data Traffic Analysis Zones for Santa Rosa County.
- Gary Kramer explained because of the High Growth Rates that were utilized for Santa Rosa County in the previous study, he would not recommend that data be used for this update.
- Jim DeVries concurred.
- Jim Thompson iterated that Gulf Power has projections on Single-Family Population, Multi-Family Population, and Mobile Homes that he can provide.
- Mike Brown stated that would be beneficial.
- Wayne Dyess agreed with Lillian's population growth rate based upon a Housing Study he was familiar with.
- Rick Harper mentioned he could e-mail REMI and Woods and Poole spreadsheet data to Mike Brown.
- Mike Brown also covered the employment to population ratios.
- Rick Harper explained you can expect lower employment to population ratios 20 years from now.

Escambia County Data

- Charlie Gonzalez mentioned he will furnish the Evaluation and Appraisal Reports and to use the current Future Land Use Data since the revisions will not be ready in time for use in this update. He will contact the Property Appraiser's Office for the Building Square Footage and Year Built data.
- Eva Peterson stated she will furnish information on the Sector Plan.
- Members explained there was no new information on the military data and the school districts should be contacted for future data on schools.
- Tommy Brown stated in the next Long Range Transportation Plan update conversion of Saufley Field to an Industrial Park should be considered.

Santa Rosa County Data

- Mary Ann Vance said she was hesitant about the structure data. She will get the Building Square Footage and Year Built data.
- Members mentioned they will send a School District Study as well as Whiting Field Complete Study. There is a link on the Santa Rosa County web site for GIS Data concerning the three county military land use study.

Baldwin County Data

- Mike Brown mentioned he needed descriptions of the parcel data code for Lillian as well as Year Built and Building Square Footage. He mentioned he also needed approved development.
- The Baldwin County representatives iterated they should be able to provide this information.

Next Meeting

- The next meeting is scheduled for Thursday September 10th at 1:30 p.m.

Open Forum

- Nancy Model asked how Highways of Commerce were going to be addressed.
- Gary Kramer replied Highways of Commerce will be addressed in the Needs Assessment of the Long Range Transportation Plan and the upcoming Freight Study.
- Jim DeVries further clarified that certain industrial parks and employment centers could be weighted in one Land Use Alternative which would direct growth and traffic to these centers.
- With no more questions under open forum, the meeting was concluded at 11:30 a.m.

**LONG RANGE TRANSPORTATION PLAN
LAND USE SUBCOMMITTEE MEETING SUMMARY
September 10, 2009**

Attendees

Eva Peterson, Escambia County
Tommy Brown, Escambia County
Charlie Gonzalez, Escambia County GIS
Don Kelly, Pensacola
Nancy Model, Santa Rosa County
Shawn Ward, Santa Rosa County
Mary Ann Vance, Santa Rosa County GIS
Clair Byrd, Baldwin County
Tim Milstead, Milton
Rob Doss, Escambia County School Board Transportation
Rick Harper, UWF
Jim DeVries, FDOT District III, Urban Office
Linda Little, FDOT District III
Holly Langston, WFRPC
Philip Shad, PBS&J
Mike Brown, Transportation Planning Services
Jessica Paul, TPO Staff
Nick Nickoloff, TPO Staff
Gary Kramer, TPO Staff

Handouts

- Agenda.
- Power Point Presentation.
- Control Totals Projections.
- BEBR vs. REMI Comparison.
- Letter from Mike Brown to Gary Kramer.

Introductions

- Gary Kramer welcomed everybody to the meeting and asked the individuals present to introduce themselves and the organization they represent.

Control Totals

- Mike Brown reviewed the control totals with the participants and explained that REMI was much higher than BEBR estimates.
- Rick Harper explained that REMI was less current than BEBR, but REMI has an update and he will run it again and look at the differences.

- Nancy Model mentioned that the Santa Rosa County Planning and Zoning Department reviewed the control totals and BEBR Medium Estimates were fine with them.
- Eva Peterson stated BEBR Medium Estimates were good for Escambia County as well.
- Nancy Model requested the difference in the methodology between BEBR and REMI estimates.
- Rick Harper clarified that BEBR utilized utility hook-ups and REMI is based on census methodology. He recommended using the BEBR estimates and will provide a point of comparison for the next meeting.
- Jim DeVries stated that the Hotel/Motel Units looks off for Brent and Davis and underestimating on Pensacola Beach.
- Eva Peterson iterated that there are not many Hotel/Motel Units in Perdido Key.
- Mike Brown explained that the projections for the Hotel/Motel Units are tied to employment figures.
- Nancy Model noted that the population figures for Santa Rosa County are decreasing from 2006 to 2007.
- Mike Brown explained the difference is between the base year (2006) population figures are developed by the TPO staff from the 2000 Census and corresponding Single-Family and Multi-Family dwelling units and the 2007 population figures are from the BEBR Medium projections.
- Jim DeVries stated showing decreasing in population will not give much confidence in the model with local elected officials.
- Tommy Brown iterated that we are almost in 2010 already.
- Nick Nickoloff asked that using increments would clarify the problem.
- Mike Brown answered that the Land Use Allocation Model is set-up to run for specific years.
- Mary Ann Vance mentioned that Santa Rosa County will review these numbers in house and get back with the TPO Staff and Mike Brown.
- Don Kelly asked if the effects of Hurricane Ivan were accounted for in the projections.
- Gary Kramer responded that the TPO Staff reviewed the employment data with ground inspections of the building occupancies.
- Nancy Model requested if the Traffic Analysis Zones included Navarre.
- Gary Kramer replied yes.

Escambia County Data

- Charlie Gonzalez mentioned he will provide the Wetlands and Environmental constraints file to Mike Brown.
- Eva Peterson asked if 2013/14 school enrollment projections are needed.
- Mike Brown stated these estimates are needed in five year increments not annual projections.
- Charlie Gonzalez questioned if the Department of Community Affairs will look at the Urban Land Use Allocation Model compared to each County's Evaluation and Appraisal Reports.
- Shawn Ward iterated he had the same question.

- Holly Langston responded that the Department of Community Affairs will probably not dig too much into the model.
- Charlie Gonzalez mentioned including wording in the Final Technical Report that the County's Evaluation and Appraisal Reports were considered and reviewed as part of this process.
- Jim DeVries replied that the TPO's Congestion Management Process report identifies congested segments that are not listed as congested by the Counties.
- Tommy Brown concurred.
- **There was consensus to include Charlie Gonzalez's request.**

Santa Rosa County Data

- Mike Brown mentioned that Wetlands and Environmental constraints file is needed.
- Mary Ann Vance answered that Santa Rosa County endorsed the Joint Land Use Study recommendations and she will send it to Mike Brown.

Lillian, Alabama Data

- Mike Brown reviewed the parcel and Approved Development file. He noted that he needed the Building Square Footage and year built information.
- Some other items Mike Brown requested were Assessed Value of the land and approved development by Traffic Analysis Zone
- Clair Byrd responded she will get back with Mike Brown for this data.

Land Use Alternatives

- Mike Brown stated as part of the Long Range Transportation Plan that a Land Use Alternative will be developed in addition to the Trend Analysis.
- Gary Kramer clarified that the Trend Analysis is what the population and land use forecasts for this Long Range Transportation Plan will be based on.
- Mike Brown explained the Escambia County Sector Plan will be included in the Land Use Alternative.
- Mike Brown requested if the Pensacola Naval Air Station Flight Impact Zone should be included in the Trend Analysis or the Land Use Alternative.
- Eva Peterson replied the Trend Analysis.
- Jim DeVries stated if the development by the Pensacola Airport is going to be included
- Don Kelly iterated that this is an Enterprise Zone and is included in the Airport Master Plan. He will provide the Airport Master Plan to the TPO Staff.
- **There was consensus that the Jubilee DRI now called Contrada Hills DRI and the International Paper Land should be included in the Land Use Alternative and Bagdad Overlay and Garcon Point reserve should be included in the Trend Analysis.**
- Mary Ann Vance stated she will send an updated layer on the International Paper Land.

- Mike Brown requested if Baldwin County wanted any Land Alternatives explored for this Long Range Transportation Plan Update.
- Clair Byrd replied it is an unincorporated area and no Land Use Alternatives are warranted at this time.
- Nancy Model asked how many Land Use Alternatives are going to be considered.
- Gary Kramer answered there will be a Trend Analysis and one Land Use Alternative.

Open Forum

- Shawn Ward mentioned he will send a shape file of the rezonings in Milton.

Next Meeting

- The next meeting is scheduled for Thursday October 22nd at 1:30 p.m.

Adjournment

- The meeting was adjourned at 3:00 p.m.

**LONG RANGE TRANSPORTATION PLAN
LAND USE SUBCOMMITTEE MEETING SUMMARY
October 22, 2009**

Attendees

Shawn Ward, Santa Rosa County
Mary Ann Vance, Santa Rosa County GIS
David Villafana, Baldwin County
Randy Jorgenson, Milton
Anita Remesch, UWF Haas Center
David Kane, UWF Haas Center
George Holland, FDOT District III, Urban Office
Wiley Page, PBS&J
Mike Brown, Transportation Planning Services
Brian Youpatoff, TPO Staff
Nick Nickoloff, TPO Staff
Gary Kramer, TPO Staff

Handouts

- Agenda.
- Power Point Presentation.

Introductions

- Gary Kramer welcomed everybody to the meeting and asked the individuals present to introduce themselves and the organization they represent.

Revisions to the Control Totals

- Mike Brown explained that the Bureau of Business and Economic Research (BEBR) data was utilized for the population projections and an average of BEBR and Regional Economic Models Incorporated (REMI) was used for employment projections.
- Graphs illustrated that the Woods and Poole data was inconsistent compared to BEBR and REMI numbers.
- Mike Brown identified that in the out years REMI employment numbers were lower than the BEBR employment numbers for Escambia County.
- David Kane asked why the Woods and Poole data is so far off compared to the BEBR and REMI data.
- Mike Brown replied that the Woods and Poole data is probably not as recent as REMI and BEBR data.

Refinement in the Land Use Data -- Escambia County Data

- Mike Brown mentioned that Maritime Park project was now accounted for in the Escambia County land use data and no data was received for the Airport Master Plan.
- Mike Brown further explained that Urban Land Use Allocation Model for Escambia County is consistent with Escambia County's Evaluation and Appraisal Report.

Refinement in the Land Use Data -- Santa Rosa County Data

- Mike Brown said the new rezoning information and the Joint Land Use Study was included in the Santa Rosa County land use data.
- Mike Brown also stated that Contrada Hills Development of Regional Impact was not included in the land use data for the Trend Analysis.
- George Holland indicated the Sterling Property in Santa Rosa County was recently rezoned to Industrial.
- Shawn Ward clarified that it was 500 acres.

Refinement in the Land Use Data -- Lillian, Alabama Data

- No new changes have occurred for the Lillian, Alabama land use data.

Historical Trend Allocation Results

- Mike Brown stated that the Escambia County Trend Analysis Assumptions included restricting growth of agricultural land in northern Escambia County and near conservation areas, supported controlled growth in the Sector Plan area and around Pensacola Naval Air Station, and promoted redevelopment in Maritime Park and Enterprise Zones.
- Mike Brown stated that the Santa Rosa County Trend Analysis Assumptions were to alleviate negative land use around the military bases, restricted growth in the Rural Protection Zone in northern Santa Rosa County, and the Contrada Hills Development of Regional Impact was rezoned to a Planned Unit Development.
- Mary Ann Vance mentioned no employment growth is shown for Whiting Field.
- There was discussion on whether Whiting Field was a Special Generator.
- Mary Ann Vance indicated she will check with Whiting Field to see if their personnel are projected to be expanding in the future.
- Randy Jorgenson said the Wastewater Treatment Plant expansion, the Industrial Park, the Prison, and the Wal-Mart Super Center should be explored for the Historical Trend Alternative.
- No growth restrictions were identified for Lillian, Alabama.
- Maps of Building Permits, and Population and Employment Allocation were illustrated for Escambia County, Santa Rosa County, and Lillian, Alabama.

ZDATA files to be used for the 2035 Long Range Transportation Plan

- Mike Brown clarified that the outcome of the Trend Analysis Land Use Alternative will be the zonal input data to run the travel demand model.
- Mike Brown iterated that the zonal data includes Single-Family Dwelling Units, Single Family Population, Multi-Family Dwelling Units, Multi-Family Population, Hotel-Motel Dwelling Units, Industrial Employment, Commercial Employment, Service Employment, and School Enrollment.
- Mike Brown also mentioned that a Special Generator will need to be added for the Maritime Park development in downtown Pensacola.
- Mike Brown indicated that the Zonal Data for the Historical Trend Alternative will be sent to PBS&J within a week and the Zonal Data for the Land Use Alternative will be completed in November.
- George Holland asked what year was the Volume to Capacity Map.
- Mike Brown answered 2006.

Land Use Alternative

- Mike Brown mentioned the modifications for Escambia County in the Land Use Alternative were the Sector Plan was included, smaller parcels fronting on existing and proposed roads were rezoned to mixed use, and parcels at major intersections were rezoned to commercial, older parcels were assumed to be redeveloped to higher density and intensity uses, and condominium conversions on Perdido Key and Pensacola Beach.
- Mike Brown explained the modifications for Santa Rosa County in the Land Use Alternative were the Military Airport vacant parcels currently zoned agricultural were rezoned to a higher use in the Trend Analysis will remain agricultural in the Land Use Alternative, down zoning of vacant parcels in the glide path, and the Contrada Hills Development of Regional Impact was assumed to be fully built out in 2035.
- Mary Ann Vance indicated she did not recall agreeing to the down zoning of vacant parcels in the glide path.
- Mike Brown stated he will remove the down zoning in the Land Use Alternative for Santa Rosa County.
- The Baldwin County Planning staff did not suggest any Land Use Alternatives for Lillian, Alabama.
- Shawn Ward asked if the Condominium conversion included the Department of Community Affairs caps.
- Mike Brown replied yes.

Open Forum

- Gary Kramer indicated that the Wastewater Treatment facility in Pensacola will be relocated in the future and indicated that it might trigger growth expansion in some areas of Escambia County and redevelopment of the current area in Pensacola.

- Wiley Page explained this was a different request than Randy Jorgenson's request for Wastewater Treatment expansion in Santa Rosa County because that request was to convert septic tanks to sewers.
- Nick Nickoloff stated Gary Kramer should contact Bill Johnson of the Emerald Coast Utilities Authority regarding this request.
- Gary Kramer thanked the Land Use Subcommittee Members for their participation and this was final Land Use Subcommittee meeting for this Long Range Transportation Plan Update.

Training

- The training on the Urban Land Use Allocation Model is scheduled for Tuesday December 8th at 1:30 p.m. in the West Florida Regional Planning Council Large Conference Room. All participants need to bring a lap top computer with ARC GIS installed.

Adjournment

- The meeting was adjourned at 2:40 p.m.

Environmental Screening Tool (EST) GIS Analysis Layers

Modified: 09/09/2009

Note: This list has been significantly narrowed to only those layers applicable to the West Florida Region. The list is dynamic, as layers are added and updated on a regular basis.

- Economic
 - Census data Block Groups - Percentage
 - Minority Population greater than 40%
 - Enterprise Zones
 - Census data Block Groups - Indicators
 - Developments of Regional Impact (DRI)
 - Census data Block Groups - Population Densities
- Farmlands
 - Agricultural Areas 2000
 - Prime Farm Land
 - Agricultural Areas 1995
 - Agricultural Areas 2004
- Wetlands
 - FDEP Mitigation Banks
 - Wetlands 1995
 - National Wetlands Inventory
 - FFWCC Priority Wetlands Habitat
 - Wetlands 2000
- Water Quality and Quantity
 - Recharge Areas of the Floridan Aquifer
 - National Hydrology Dataset - Lines
 - NFWMD Wells
 - Other Outstanding Florida Waters
 - Special or Outstanding Florida Waters
 - Drainage Basins
 - National Hydrology Dataset - Waterbodies
 - Surface Water Classification
 - Sinkholes
 - LIMITED USE DRINKING WATER WELLS
 - Principal Aquifers of the State of Florida
 - Impaired Waters -- 303(d)
 - Potable Water Wells
- Mobility
 - Amtrak Stations
 - Florida Marine Facilities
 - Air Transportation Facilities
 - Bus Transit Routes
 - Airport Runways
 - Railways
 - Bus Transit Stops
- Contaminated Sites
 - Brownfield Location Boundaries
 - Geocoded Gasoline Stations
 - Toxic Release Inventory Sites
 - Hazardous Waste Sites
 - National Priority List Sites
 - Solid Waste Facilities
 - Superfund Hazardous Waste Sites
 - Geocoded Petroleum Tanks

- Floodplains
 - DFIRM FLOOD HAZARD ZONES
 - Coastal Emergency Management Flood Data
 - DFIRM 100-Year Flood Plain
 - FEMA Flood Insurance Rate Maps 1996
 - Special Flood Hazard Areas
- Aesthetics
 - Residential Areas 1995
 - 2000 Census Designated Places
 - Points of Interest
 - Noise Barriers
 - Residential Areas 2000
- Historic and Archaeological Sites
 - Florida Site File Historic Bridges
 - Florida Site File Cemeteries
 - Field Survey Project Boundaries
 - State Historic Highways
 - National Register of Historic Places
 - Florida Site File Historic Standing Structures
 - Resource Groups
 - List of Florida Site File Archaeological or Historic Sites
- Navigation
 - Florida Marine Facilities
 - Potential Navigable Waterways
 - Potential Navigable Waterway Crossings
 - Cross Florida Barge Canal Structures
- Recreation Areas
 - Geocoded Schools
 - Off Road Vehicle Recreational Trails 2002
 - Florida State Parks
 - National Parks and Seashores
 - Parcel Derived Parks
 - OGT : Hiking Trails Priorities
 - Geocoded Parks
 - Short Trails and Overlooks
 - OGT : Multi-Use Trails Priorities
 - Schools
 - Existing Recreational Trails 2005
 - Parcel Derived Schools
 - OGT : Paddling Trails Priorities
- Land Use
 - Land Use 2000
 - District 3 Generalized Landuse
 - Land Use 1995
- Special Designations
 - National Estuarine Research Reserves
 - Other Outstanding Florida Waters
 - Special or Outstanding Florida Waters
 - List of Aquatic Preserves
 - Summary of Aquatic Preserves
 - Florida Forever BOT Projects
 - Native American Lands
 - AMERICAN INDIAN LANDS AND NATIVE ENTITIES IN FLORIDA
 - Wild and Scenic Rivers
 - Public Land

- FLORIDA SCENIC HIGHWAYS AND BYWAYS 2008
- Social
 - Hospitals
 - Geocoded Civic Centers
 - Parcel Derived Social Service Facilities
 - FDEM HOSPITALS
 - Geocoded Schools
 - Parcel Derived Cultural Centers
 - Geocoded Law Enforcement Facilities
 - Geocoded Veteran Facilities
 - Geocoded Religious Centers
 - Front Porch Communities
 - Geocoded Fire Stations
 - Parcel Derived Community Centers
 - Parcel Derived Religious Centers
 - GROUP CARE FACILITIES
 - Parcel Derived Health Care Facilities
 - Geocoded Community Centers
 - Parcel Derived Civic Centers
 - Geocoded Social Service Facilities
 - Parcel Derived Schools
 - Geocoded Cultural Centers
 - Geocoded Assisted Housing
 - Geocoded Health Care Facilities
 - Geocoded Government Buildings
- Coastal and Marine
 - Coastal Barrier Resource System
 - Environmentally Sensitive Shorelines
- Infrastructure
 - Wireless Antenna Structure Locations
 - CORRECTIONAL FACILITIES
 - Power Plants
 - Fire Departments
 - Air Transportation Facilities
 - FM TOWER STRUCTURES
 - Airport Runways
 - Federal Aviation Administration Obstructions
 - AM Tower Structures
 - Railways
 - Cellular Antenna Locations
- Air Quality
 - Air Quality Maintenance Areas
 - Industrial Areas 2000
 - Industrial Areas 1995
- Wildlife and Habitat
 - FFWCC WILDLIFE OBSERVATIONS
 - BALD EAGLE NESTING TERRITORIES
 - Rare and Imperiled Fish
 - TNC Ecological Resource Conservation Areas
 - 2006 RED KNOT LOCATIONS
 - Manatee Zones
 - FFWCC Habitat and Landcover GRID
 - Freshwater Mussels Proposed Critical Habitat
 - FFWCC Species Habitat Model Results
 - 2003 FFWCC Habitat and Landcover GRID
 - National Marine Sanctuary Areas

- o Seagrass Beds (Showing Continuous/Discontinuous)
- o Red Cockaded Woodpecker Nests
- o MANATEE CONSULTATION AREA
- o Gulf Sturgeon Critical Marine Habitat
- o FLORIDA INVASIVE PLANTS
- o DEP Restoration Inventory - Lakes
- o FFWCC IWWRS
- o RCI - WILDLIFE CROSSINGS
- o FNAI Litter Occurrence
- o 2005 SNOWY PLOVER LOCATIONS
- o Piping Plover
- o Piping Plover Critical Habitat
- o FFWCC Biodiversity Hot Spots
- o FLORIDA SPECIES OBSERVATIONS 2007
- o 2005 PIPING PLOVER LOCATIONS
- o Gulf Sturgeon Critical Riverine Habitat
- o Okaloosa River Sub-Basins
- o St. Andrew Beach Mouse Critical Habitat
- o FFWCC Management Areas
- o FNAI Bird Rockeries
- o Ecosystem Management Areas
- o FFWCC Priority Wetlands Habitat
- o Black Bear Road Kills
- o Perdido Key Beach Mouse Critical Habitat
- o Snowy Plover Locations
- o NATIONAL PARK PROJECTS
- o Florida National Wildlife Refuges
- o Mangroves
- o DEP Restoration Inventory - Ponds
- o 2005 WILSON'S PLOVER LOCATIONS
- o Sea Turtle Nests
- o Christensen's Beach Mouse Critical Habitat
- o Forest Inventory and Analysis
- o PIPING PLOVER CONSULTATION AREA
- o SHORT-TAILED HAWK AND SWALLOW TAIL WHITE NESTS
- o RED COCKADED WOODPECKER CONSULTATION AREA
- o CRITICAL HABITAT FOR THE RED-TAILLED FLATWOODS SALAMANDER AND FROSTED FLATWOODS
- o Florida Natural Areas Inventory Managed Lands
- o Threatened or Endangered Species
- o DEP Restoration Inventory - Ponds
- o Strategic Habitat and Conservation Areas 2000
- o Panama City Crayfish

SAFETEA-LU Planning Factors

Planning requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) were used as a guide when drafting the goals and objectives. The eight planning factors specifically listed for consideration in SAFETEA-LU in the metropolitan planning process are shown below in Table 1.

Table 1 Eight SAFETEA-LU Planning Factors

1	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2	Increase the safety of the transportation system for motorized and non-motorized users.
3	Increase the security of the transportation system for motorized and non-motorized users.
4	Increase the accessibility and mobility of people and for freight.
5	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.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system.

The following table shows how the eight SAFETEA-LU Planning Factors were included in the Objectives of Transportation Blueprint 2035.

Table 2 Inclusion of Planning Factors in Transportation Blueprint 2035

Objective	Planning Factor 1	Planning Factor 2	Planning Factor 3	Planning Factor 4	Planning Factor 5	Planning Factor 6	Planning Factor 7	Planning Factor 8
A.1	✓							
A.2	✓							
A.3	✓					✓		
A.4							✓	✓
A.5	✓					✓	✓	
A.6								
A.7	✓							
A.8	✓					✓		
A.9	✓							
A.10	✓							
B.1				✓		✓		
B.2			✓	✓				
B.3				✓				
B.4	✓			✓				
B.5						✓		
B.6				✓		✓	✓	✓
B.7				✓	✓			
B.8	✓					✓		
C.1					✓			
C.2					✓			
C.3					✓	✓		
C.4								✓
C.5							✓	✓
C.6	✓							
C.7								✓
D.1				✓	✓	✓		
D.2					✓			
D.3							✓	
D.4					✓			
D.5					✓			
D.6					✓			
D.7				✓	✓	✓		
D.8					✓			
E.1								✓
E.2							✓	
E.3					✓			
E.4					✓			
E.5	✓							
E.6	✓							

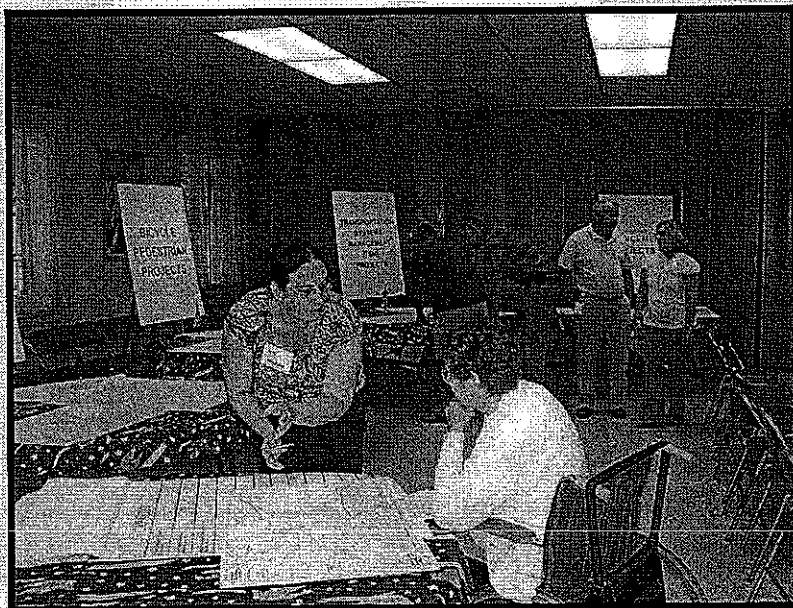
Table 2 Inclusion of Planning Factors in Transportation Blueprint 2035

Objective	Planning Factor 1	Planning Factor 2	Planning Factor 3	Planning Factor 4	Planning Factor 5	Planning Factor 6	Planning Factor 7	Planning Factor 8
E.7	✓							
F.1					✓	✓		
F.2		✓						
F.3				✓				✓
F.4	✓							
F.5				✓		✓		
F.6				✓		✓		
F.7	✓							
F.8	✓					✓		
F.9	✓					✓		
G.1		✓	✓					
G.2		✓						
G.3		✓					✓	
G.4		✓	✓					
G.5		✓	✓					
H.1			✓					
H.2			✓					

Emerging Issues

The following issues were outlined by the FDOT Office of Policy Planning as a part of their Metropolitan and Regional Planning Support coordination efforts in the support document entitled, "FHWA Strategies for LRTP Updates." These topics are not currently required by federal laws and rules to be addressed in LRTPs. As such, TPOs are not required to include these considerations in their current planning processes and plans. However, given the nature of the issues, FDOT encourages each TPO to begin addressing these emerging issues. Each TPO has the discretion to determine whether or not to address these topics in their LRTP, and the appropriate level of detail. Depending upon when new federal surface transportation legislation is enacted, new requirements may have to be addressed just prior to this round of LRTP adoptions, or LRTP amendments may be needed soon after this round of LRTPs is adopted to comply with the new legislation. Addressing these issues early on may minimize the level of future effort needed to achieve compliance.

Public Participation Process Quarterly Report July—September 2009



*Florida-Alabama TPO Project Priorities Public Meeting
Warrington Presbyterian Church, Pensacola, Florida
July 9, 2009*

**Florida - Alabama Transportation Planning Organization
Okaloosa - Walton Transportation Planning Organization
Bay County Transportation Planning Organization**



Staff to the TPOs

Table of Contents

Table of Contents	i
Contact Page	ii
Executive Summary	1
Acronyms	3
Section I Florida-Alabama TPO	5
Section II Okaloosa-Walton TPO	12
Section III Bay County TPO	17
Section IV All TPOs	25
Commuter Assistance – Ride On! 4 th Quarter Activities	28
Quarterly Highlight Project Priorities Workshops.....	41
Project Priorities Workshops Flyers and Summary Reports	42
Public Participation Assessment Staff Meeting	74
Public Participation Process Database Entries	76
West Florida Regional Planning Council Website Activity	102

*Public Participation Process
Quarterly Report
July 2009 –September 2009*

Executive Summary



For information regarding this document, please contact
Gina Watson, TPO Staff

West Florida Regional Planning Council

4081 E. Olive Road, Suite A

Pensacola, Florida 32514

1-800-226-8914

Email: gina.watson@wfrpc.org

www.wfrpc.org

Date Submitted: October, 2009

This document was financed in part by the U. S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, the Alabama Department of Transportation and local participating governments, in partial fulfillment of UPWP Work Task C.1.

Executive Summary

The West Florida Regional Planning Council provides staffing services for three Transportation Planning Organizations (TPO's): the Florida-Alabama TPO, the Okaloosa-Walton TPO, and the Bay County TPO. All three areas are located in the Northwest Florida Panhandle.

Federal legislation mandates that public involvement be implemented and documented to encourage that the public is *informed*, *educated*, *involved*, and *reached* regarding projects that go through the TPO process.

Furthermore, the federal government has included this mandate in Section 6001 of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act -- a Legacy for Users) and codified under amended U.S. Code 23 U.S.C.

This report serves as a quantitative record of the TPO efforts in public involvement for the period of July 2009 through September 2009. In order to insure that all programs are represented, each area of transportation is sectioned out by a color code and by TPO. The color code is as follows:

Light Blue	TPO Administration
Lavender	Long Range Transportation Plan (LRTP)
Dark Blue	Congestion Management
Burgundy	Freight
Green	Public Transportation
Orange	Transportation Disadvantaged
Yellow	Bicycle Pedestrian
Pink	Public Involvement
Gray	Project Priorities/TIP (Transportation Improvement Program)/ ETDM (Efficient Transportation Decision Making)
Turquoise	Air Quality Planning

(Documentation of the Commuter Assistance Program's public involvement efforts is included as an attachment to these spreadsheets)

Distribution of Information

An agenda is generated and distributed to all TPO members for each meeting staffed. Also, each advisory committee meeting has an agenda that is sent to the committee members. Advertisements are placed about upcoming meetings and information and agendas with minutes from the previous meeting are posted to the WFRPC website.

At A Glance:

Florida Alabama TPO

The TPO and its advisory committees met in August and in September. Five Project Priorities public meetings were held in July.

Okaloosa-Walton TPO

The TPO and its advisory committees met in August and in September. Five Project Priorities public meetings were held in July.

Bay County TPO

The TPO and its advisory committees met in August and in September. Five Project Priorities public meetings were held in July.

Northwest Florida Regional TPO

The Regional TPO meeting for September was postponed until October.

Bay, Gulf, Holmes, Washington Regional Transportation Partnership

The Partnership did not meet in September.

Information about the July Project Priorities public workshops can be found in this quarter's Public Involvement highlight article.

Photographs are not included, in an effort to streamline this report and reduce production costs. All activities are documented in the tables with the necessary reporting information such as location, description, event assessment and number of attendees.

Transportation Planning Acronyms

ADA	Americans With Disabilities Act
APA	American Planning Association
BPAC	Bicycle Pedestrian Advisory Committee
BOCC	Board of County Commissioners
CAC	Citizens' Advisory Committee
CMP	Congestion Management Process
CTC	Community Transportation Coordinator
CTD	Commission for Transportation Disadvantaged
CTST	Community Traffic Safety Team
CUTR	Center for Urban Transportation Research
DBE	Disadvantaged Business Enterprise
ECAT	Escambia County Area Transit
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation
FTA	Federal Transit Administration
GPC	General Planning Consultant
JARC	Job Access Reverse Commute
JPA	Joint Participation Agreement
LEAP	Leadership Pensacola
L RTP	Long Range Transportation Plan
OCT	Okaloosa County Transit
SIS	Strategic Intermodal System
RTP	Regional Transportation Partnership
TCC	Technical Coordinating Committee
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TIP	Transportation Improvement Program
TRIP	Transportation Regional Incentive Program
TPO	Transportation Planning Organization
UPWP	Unified Planning Work Program
UWF	University of West Florida
WFRPC	West Florida Regional Planning Council

SECTION I
FLORIDA-ALABAMA TPO

Florida-Alabama TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
8/10/2009	Florida-Alabama TPO Technical Coordinating Committee meeting	WFRPC	This was a regularly scheduled meeting of this advisory committee to the TPO.	The TCC recommended TPO approval of the action items presented and discussed other items on the agenda.	12 members, 7 staff, 14 visitors
8/10/2009	Florida-Alabama TPO Citizens' Advisory Committee meeting	WFRPC	This was a regularly scheduled meeting of this advisory committee to the TPO.	The CAC recommended TPO approval of the action items presented and discussed other items on the agenda.	8 members, 6 staff, 9 visitors
8/12/2009	Florida-Alabama TPO meeting	Escambia County Commission chambers	This was a regularly scheduled meeting of the TPO.	A quorum was not established. The TPO heard presentations on information items only and all action items were carried forward to the September agenda.	8 members, 9 staff, 34 visitors
9/8/2009	Florida-Alabama TPO Technical Coordinating Committee meeting	WFRPC	This was a regularly scheduled meeting of this advisory committee to the TPO.	The TCC recommended TPO approval of the Project Priorities.	7 members, 6 staff, 6 visitors
9/8/2009	Florida-Alabama TPO Citizens' Advisory Committee meeting	WFRPC	This was a regularly scheduled meeting of this advisory committee to the TPO.	The CAC recommended TPO approval of the Project Priorities.	12 members, 8 staff, 8 visitors
9/9/2009	Florida-Alabama TPO meeting	Santa Rosa County Commission chambers	This was a regularly scheduled meeting of the TPO.	The TPO approved the Project Priorities, support of a Feasibility Study of Advance Funding Capacity Projects, and approved a TIP amendment for an intersection improvement in Baldwin County.	14 members, 8 staff, 26 visitors
DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
7/16/2009	Long Range Transportation Plan (LRTP) Land Use Subcommittee meeting	WFRPC	A group of local governments, Utilities and academics to review future projection data.	This was a very good meeting with lots of discussion. The group will meet approximately three more times. Staff hopes this high attendance continues.	24

Florida-Alabama TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
<u>Long Range Transportation Plan (LRTP)</u>					
8/19/2009	Florida-Alabama Long Range Transportation Plan Focus Group meeting	WFRPC	The first of Three Focus Group Meeting of Business and Community Leaders. Purpose was to focus on visioning for the Long Range Transportation Plan.	There was very good interaction between members and facilitator. Staff hopes the participation continues for future meetings.	20
9/10/2009	Land Use Subcommittee meeting	WFRPC	A group of local governments, Utilities and academics to review future projection data.	This was a very good meeting with good discussion from municipalities. The group will meet approximately two more times. Staff hopes this good attendance continues.	19
<u>Freight</u>					
8/11/2009	Regional Freight Network Plan Stakeholders meeting	WFRPC	A meeting to introduce stakeholders to the subject and obtain input on plan development. The plan is being done in partnership with the Okaloosa-Walton and Bay County TPOs.	This was a good meeting with good discussion of the subject among the participants. This item was also on the August TPO and advisory committee agendas so this may have reduced the number of local government representatives attending.	11
<u>Public Transportation</u>					
7/9/2009	Escambia County Area Transit Safety Meeting	ECAT Rosa Parks Facility-Pensacola, FL	Monthly updates on safety practices, recent accidents/incidents, and other Escambia County Area Transit security issues	Committee discussed issues with recent incidents and ADA issues such as wheelchair securement.	8

Florida-Alabama TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Public Transportation					
7/20/2009	Santa Rosa Board of County Commissioners Committee of the Whole	Santa Rosa County Commission chambers	Discussed Hwy 90 transit project	Appeared to have support from 3 commissioners. Members of public were at the meeting but none spoke on this item.	Approx. 25
7/23/2009	Santa Rosa Board of County Commissioners Regular Meeting	Santa Rosa County Commission chambers	Staff attended to present and hear the board's vote on a Resolution to Fund Hwy 90 transit	A motion to approve passed after much discussion by Board. Members of public were at the meeting but none spoke on this item.	Approx. 50
8/13/2009	Escambia County Area Transit Safety Meeting	ECAT Rosa Parks Facility- Pensacola, FL	A meeting for monthly updates on safety practices, recent accidents/ incidents, and other Escambia County Area Transit security issues.	The committee discussed issues with recent incidents and ADA issues such as wheelchair securement. Previous monthly safety meetings were also discussed.	10
8/14/2009	JARC and New Freedom Grants Technical Review Team	WFRPC	Review and Scoring of JARC and New Freedom Grant Applications	Technical Review Team members submitted score sheets in person or by email.	4
9/3/2009	Pensacola Pen Wheels/ Disability Summit Committee Meeting	Los Rancheros, Pensacola, FL	Committee meeting to discuss October Disability events such as ADA Awareness Luncheon and agency participation in these events.	Group decided upon agenda specifics and award criteria during the meeting. Distribution and promotion of the event was the main focus of the meeting.	5
9/9/2009	TPO and CTC Staff	Highway 90, Santa Rosa County	Surveyed for potential bus stops in Pace, spoke to managers at several locations	Most businesses did not own the property and could not give contact information for the owners, so staff concentrated on the route and safe stops instead. The follow up with owners will be done using County records. Several modifications to the route were considered after driving the section in Pace. Managers were receptive to the transit route.	4

Quarterly Report
Public Involvement
July - September 2009

Florida-Alabama TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Public Transportation					
9/10/2009	Meeting with ECAT staff	ECAT	Met with ECAT staff regarding New Freedom grant application	Discussed potential for Mobility Management, including all providers in the TPO area. Meeting with other applicants scheduled for early October.	2
9/10/2009	Escambia County Area Transit Safety Meeting	ECAT Rosa Parks Facility- Pensacola, FL	Monthly updates on safety practices, recent accidents/incidents, and other Escambia County Area Transit security issues	Committee discussed issues with recent incidents and ADA issues such as current transportation projects that might effect ECAT and safety.	9
9/22/2009	Committee for Transit Access Barrier Study	Center for Independent Living, Pensacola, FL	Status report requested by FL-AL CAC during September meetings. Subcommittee created	Group discussed the connection to bus stop accessibility in relation to other transportation plans. Committee will met again once ECAT has done a complete bus stop inventory identifying the most severe inaccessible stops.	6
9/24/2009	Meeting with Warren Jernigan, citizen	WFRPC	Citizen met with Transit staff, along with WFRPC Executive Director and Transportation Director.	Citizen discussed local disability issues and TPO participation in October Disability Awareness events, such as UWF ADA Awards Luncheon.	4
9/25/2009	Disabilities Summit Council	Escambia County	Monthly meeting of local individuals and disability related organizations	Updates on employment, transportation, and legislation were provided. Guest Speaker was John Mirra of Vocational Rehabilitation.	19
Transportation Disadvantaged					
Public Transportation					
8/25/2009	Escambia County Transportation Disadvantaged Coordinating Board meeting	Pensacola City Hall	Quarterly board meeting	This was an excellent meeting. The county administrator attended, an FDOT consultant reviewed the vehicle inspection that was conducted on all Pensacola Bay Transportation vehicles, the new five year Transportation Disadvantaged Service Plan was reviewed and approved.	12 Board, 3 TPO staff, 3 Pensacola Bay Transportation staff, and 4 visitors

Florida-Alabama TPO

<u>DATE</u>	<u>EVENT/CONTACT</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>ASSESSMENT</u>	<u># In Attendance</u>
8/25/2009	Transportation Disadvantaged Santa Rosa County Transportation Disadvantaged Coordinating Board meeting	Milton City Hall	Quarterly board meeting	This was an excellent meeting. An FDOT consultant reviewed the vehicle inspection that was conducted on all Pensacola Bay Transportation vehicles, the new five year Transportation Disadvantaged Service Plan was reviewed and approved.	10 Board, 3 TPO staff, 3 Pensacola Bay Transportation Staff, and 2 citizens
<u>DATE</u>	<u>EVENT/CONTACT</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>ASSESSMENT</u>	<u># In Attendance</u>
8/11/2009	Florida-Alabama TPO Bicycle Pedestrian Advisory Committee meeting	WFRPC	This was a regularly scheduled meeting of this advisory committee to the TPO.	The BPAC made routine recommendations to the TPO and elected to meet again prior to the next scheduled meeting to discuss how its bylaws address member attendance (or lack thereof). This issue was actually discussed in the September regularly scheduled meeting.	6 members, 7 staff, 10 visitors
8/13/2009	Escambia/Santa Rosa Community Traffic Safety Team meeting	WFRPC	This was a regularly scheduled meeting of this advisory committee to FDOT.	The Escambia/Santa Rosa CTST voted on a final project priority list of projects.	11
9/8/2009	Florida-Alabama TPO Bicycle Pedestrian Advisory Committee meeting	WFRPC	This was a regularly scheduled meeting of this advisory committee to the TPO.	The BPAC directed staff to develop a letter to send to members who have missed the past three or more meetings, asking for their participation.	7 members, 7 staff, 2 visitors

Florida-Alabama TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
7/8/2009	Project Priorities public meeting	Santa Rosa County Auditorium, Milton	This was one of fourteen interactive public meetings designed to gather public input on the Project Priorities before the TPOs and to solicit more members of the public to become involved in the Long Range Transportation Plan process. This meeting was held at 6:00 pm.	This was the first of a series of fourteen meetings across the region. Attendance was higher than expected, quality input was received from the public, and new contacts were made. Staff was very encouraged and energized for the remaining thirteen meetings.	18 guests, 3 staff
7/9/2009	Project Priorities public meeting	Warrington Presbyterian Church, Pensacola	(see above) This meeting was held at 5:30 pm.	Attendance was sparse, but there was a lot of good discussion and interaction. Feedback was received from the guests and tallied for the TPO to consider.	6 guests, 3 staff
7/13/2009	Project Priorities public meeting	Navarre Community Center	(see above) This meeting was held at 5:30 pm.	The turnout was not large at this meeting, but the input was very good.	15 guests, 4 staff
7/14/2009	Project Priorities public meeting	WFRPC	(see above) This meeting was held at 10:00 am.	Most guests were from local governments or consulting firms. There was good discussion and feedback.	18 guests, 10 staff
7/16/2009	Project Priorities public meeting	Talbot Chapel AME Zion Church, Navy Blvd.	(see above) This meeting was held at 5:30 pm.	This meeting was not nearly as successful as staff had anticipated. Of the guests, only one citizen had not been previously associated with the TPO.	9 guests, 4 staff
DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
7/16/2009	Project Priorities public meeting	Talbot Chapel AME Zion Church, Navy Blvd.	(see above) This meeting was held at 5:30 pm.	This meeting was not nearly as successful as staff had anticipated. Of the guests, only one citizen had not been previously associated with the TPO.	9 guests, 4 staff
Project Priorities/ITP (Transportation Improvement Program)/ETDM (Efficient Transportation Decision Making) See TPO Administration and Public Involvement Sections for Information on Project Priority Workshops, review of the Draft Priorities, and Adoption of the Final Project Priorities					

SECTION II

OKALOOSA-WALTON TPO

Okaloosa-Walton TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
8/20/2009	Okaloosa-Walton TPO Citizens' Advisory Committee meeting	Destin City Hall Annex	This was a regularly scheduled meeting of this advisory committee to the TPO.	The CAC made routine recommendations to the TPO and requested the BPAC and CAC chairmen and members meet to discuss the possibility of merging the two advisory committees into one.	7 members, 7 staff, 7 visitors
8/20/2009	Okaloosa-Walton TPO Technical Coordinating Committee meeting	Destin City Hall Annex	This was a regularly scheduled meeting of this advisory committee to the TPO.	The TCC made routine recommendations to the TPO. Walton County's Public Works Director requested that concerns the County has with concurrency be addressed by FDOT and that the issue be included on the TCC agenda when the timing is appropriate.	10 members, 7 staff, 8 visitors
8/20/2009	Okaloosa-Walton TPO meeting	Destin City Hall Annex	This was a regularly scheduled meeting of this TPO.	The TPO voted to have staff begin the process to amend the Long Range Transportation Plan to include the SR85/Duke Field Interchange in the Long Range Transportation Plan.	11 members, 7 staff, 20 visitors
9/17/2009	Okaloosa-Walton TPO Citizens' Advisory Committee meeting	Niceville Community Center	This was a special combined meeting of the Citizens' Advisory Committee and the Bicycle Pedestrian Advisory Committee	The group(s) made routine recommendations to the TPO and discussed the concept of merging into one advisory group to the board. It was decided to meet together but to remain two separate entities for a duration of 6 months and to then re-address the idea of merging into one.	5 BPAC members, 9 CAC members, 6 staff, 6 visitors
9/17/2009	Okaloosa-Walton TPO Technical Coordinating Committee meeting	Niceville Community Center	This was a regularly scheduled meeting of this advisory committee to the TPO.	The TCC made routine recommendations to the TPO.	11 members, 7 staff, 6 visitors

Quarterly Report
Public Involvement
July - September 2009

Okaloosa-Walton TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
9/17/2009	Okaloosa-Walton TPO meeting	Niceville Community Center	This was a regularly scheduled meeting of this TPO.	The TPO approved the Project Priorities, adopted the Continuity of Operations Plan and authorized staff to hold public meetings as a requirement to amend the LRTP Needs Assessment.	13 members, 6 staff, 3 visitors
DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
8/3/2009	Friends of 30A Meeting	Grayton Beach, FL	This was a regular meeting of this group.	Staff presented options for transit on County Road 30A in South Walton County. Staff's presentation generated significant interest and comments and resulted in a transportation subcommittee of which the TPO staff is now a member.	20
DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
8/21/2009	Regional Freight Network Plan Stakeholders meeting	Niceville City Hall	This was a meeting to introduce stakeholders to the subject and obtain input on plan development. The plan is being done in partnership with the Bay County and Florida-Alabama TPOs.	This meeting was poorly attended but there was a good discussion of the subject. This item was also on the August TPO and advisory committee agendas so this may have affected the number of local government representatives attending.	5

Okaloosa-Walton TPO

<u>DATE</u>	<u>EVENT/CONTACT</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>ASSESSMENT</u>	<u># In Attendance</u>
<u>Transportation Disadvantaged</u>					
8/26/2009	Okaloosa County TD Board meeting	Okaloosa County Transit offices	Quarterly Board meeting	There was good discussion regarding Medicaid transportation in addition to regular board business.	10 Board members, 2 staff, 2 visitors
8/26/2009	Walton County TD Board	Walton County Extension Office	Quarterly Board meeting	Routine actions were taken.	7 Board members, 2 staff, 1 visitor
<u>Bicycle Pedestrian</u>					
<u>DATE</u>	<u>EVENT/CONTACT</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>ASSESSMENT</u>	<u># In Attendance</u>
8/20/2009	Okaloosa-Walton TPO Bicycle Pedestrian Advisory Committee meeting	Destin City Hall	This was a regularly scheduled meeting of this advisory committee to the TPO.	The BPAC agreed to have their Chair meet with the Chair of the CAC to discuss merging the two committees.	5 members, 6 staff, 9 visitors
8/26/2009	Walton County CTST	Freeport	This was a regularly scheduled meeting of this advisory group to FDOT.	Staff reported to the group about the Enhancement Program, per it's request.	Approx. 20
9/23/2009	Walton County CTST	Freeport	This was a regularly scheduled meeting of this advisory group to FDOT.	Very small attendance, but good participation by members. Requeusted changed in meeting day so the Bicycle/Pedestrian Planner can attend.	6

Okaloosa-Walton TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
7/20/2009	Okaloosa-Walton TPO Project Priorities public meeting	DeFuniak Springs Civic Center	The first of five interactive public meetings to gather public input on the Project Priorities and to solicit more members of the public to become involved in the Long Range Transportation Plan process. The meeting was held at 5:30 pm.	Excellent turn out. Many of the citizens were proponents of expanding US331.	22 guests, 3 staff
7/21/2009	Okaloosa-Walton TPO Project Priorities public meeting	Destiny Worship Center	(see above) This meeting was held at 10:30 am.	There were no actual members of the public at this meeting. 4 people associated with the TPO and a member of FDOT were there. Not a very successful workshop.	5 guests, 3 staff
7/21/2009	Okaloosa-Walton TPO Project Priorities public meeting	Fort Walton Beach Library	(see above) This meeting was held at 5:30 pm.	Turnout was light. There was another FWB meeting the same night that probably affected attendance. Good input was received.	5 guests, 3 staff
7/23/2009	Okaloosa-Walton TPO Project Priorities public meeting	Crestview Chamber of Commerce	(see above) This meeting was held at 1:00 pm.	Again, no members of the public, staff has come to the conclusion that in Okaloosa-Walton TPO area, daytime meetings are not conducive to participation.	8 guests, 3 staff
7/23/2009	Okaloosa-Walton TPO Project Priorities public meeting	Niceville Community Center	(see above) This meeting was held at 5:30 pm.	There was very poor attendance at this meeting. Inclement weather was definitely a factor.	2 guests, 3 staff
DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Project Priorities/ETDM	Transportation Improvement Program/ETDM (Efficient Transportation Decision Making)				
See TPO Administration and Public Involvement Sections for information on Project Priority Workshops, review of the Draft Priorities, and Adoption of the final Priorities					

Quarterly Report
Public Involvement
July - September 2009

SECTION III

BAY COUNTY TPO

Bay County TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
8/26/2009	Bay County TPO Technical Coordinating Committee meeting	Panama City City Hall	This was a regularly scheduled meeting of this advisory committee to the TPO.	The TCC made routine recommendations to the TPO, recommending approval of all items. The committee recommended that the TPO consider giving the local jurisdictions an option on whether to pay for Bay Town Trolley shelter installations.	7 members, 6 staff, 6 visitors
8/26/2009	Bay County TPO Citizens Advisory Committee meeting	Panama City City Hall	This was a regularly scheduled meeting of this advisory committee to the TPO.	The CAC made routine recommendations to the TPO and decided in favor of merging with the Bicycle Pedestrian Advisory Committee (BPAC) into one group.	7 members, 6 staff, 6 visitors
8/26/2009	Bay County TPO meeting	Panama City City Hall	This was a regularly scheduled meeting of the TPO.	The TPO approved a scope of services for an Intelligent Transportation Systems (ITS) Plan, combined the BPAC and CAC into one advisory committee, authorized execution of Joint Participation Agreements for several public transportation grants, approved a new Bay Town Trolley fare structure, and elected to leave the decision of advertising on its benches and maintaining its shelters to the discretion of the local municipalities. The TPO also joined the Bay County Participating Paving Program which will significantly reduce the cost of paving a road to the new transit facility to be located on Douglas Road.	14 members, 6 staff, 13 visitors

Bay County TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
TPO Administration					
9/23/2009	Bay County TPO Technical Coordinating Committee meeting	Panama City City Hall	This was a regularly scheduled meeting of this advisory committee to the TPO.	The TCC made routine recommendations to the TPO.	6 members, 7 staff, 8 visitors
9/23/2009	Bay County TPO Citizens' Advisory Committee meeting	Panama City City Hall	This was a regularly scheduled meeting of this advisory committee to the TPO.	This was the first meeting of this group since the BPAC and CAC have merged. There will need to be a quarterly BPAC meeting and a standing item on the agenda. The group made routine recommendations to the TPO.	10 members, 8 staff, 8 visitors
9/23/2009	Bay County TPO meeting	Panama City City Hall	This was a regularly scheduled meeting of the TPO.	The Bay TPO adopted its Project Priorities. Three applications were approved for membership to the CAC. The TPO approved having a special meeting and public hearing in October regarding possible fare and service changes for the Bay Town Trolley due to reduced funding.	7 members, 9 staff, 17 visitors
Long Range Transportation Plan (LRTP)					
9/22/2009	Bay County 2035 Long Range Transportation Plan Kick-Off Meeting	WFRPC	This was a meeting for staff and the consultant to discuss the components of the Long Range Transportation Plan and to get the project underway.	Good interaction between consultant and TPO staff. The meeting helped clarify tasks, responsibilities, and end products for both the consultant and TPO staff.	7, plus 5 dial in on conference call

Bay County TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Congestion Management Process Planning					
7/28/09	Bay County TPO Congestion Management Process Review/Study Team	Panama City Hall	This group meets to discuss short-term low cost improvements that can be made to make traffic move more smoothly on specific roadway segments.	The team discussed adding to the summary report tabled at the June 2009 TPO meeting. TPO staff is going to coordinate with Panama City and Bay County to incorporate turn lane modifications and other areas of concern into the summary report.	14
Freight					
8/26/2009	Regional Freight Network Plan Stakeholders meeting	Panama City Hall	Meeting to introduce stakeholders to the subject and obtain input on plan development. The plan is being done in partnership with the Okaloosa-Walton and Florida-Alabama TPOs.	This was a good meeting with good discussion of the subject among the participants. This item was also on the August TPO and advisory committee agendas so this may have reduced the number of local government representatives attending.	13
Public Transportation					
8/13/2009	Panama City Beach Budget Hearing	Panama City Beach City Hall	This meeting took place at 5:00 PM	At this meeting staff discussed the trends in public transit in this community and the overall benefit of funding public transit in their current economy.	30
8/18/2009	Bay County Commissioners Budget Hearing	County EOC Building	This meeting began immediately following the BCC Meeting	At this meeting staff discussed the growing trends for public transit and the need for continuing funding from each partner. Staff was told the funding would not be available in the amount requested.	55

Bay County TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Public Transportation					
9/1/2009	Bay County Board of County Commissioners	Bay County Commission	2010 Local Contribution for Bay Town Trolley	Significant public attendance to support trolley but BCC limited to one speaker and voted to reduce trolley funding.	Approx. 50
9/8/2009	City of Parker Budget Hearing	City of Parker Town Hall	A meeting to discuss the budget and financial outlook of Parker. The meeting was held in the evening (5:00 to 7:00PM)	At this meeting staff discussed the growing trends for public transit and the need for continuing funding from each partner.	25
9/21/2009	Ridership survey	On-board trolleys	Survey riders for reaction to fare increase and service reduction	Survey will continue through September and will be compiled in October.	100+
9/21/2009	Ridership survey	On-board Career Connector trolleys	Regular ridership survey for Bay Medical employees	Survey will continue through September and will be compiled in October.	175
Transportation Disadvantaged					
8/5/2009	Transportation Disadvantaged Coordinating Board meeting	Panama City City Hall	Quarterly Board meeting	Presentation made by new trolley operator, in addition to routine board business.	9 members, 5 staff, 6 citizens
9/3/2009	Met with Agency for Health Care Administration (AHCA) Staff	Panama City City Hall	Met to plan training for Agency for Persons with Disabilities (APD) Support Coordinators	Agenda planned, but training has been postponed due to APD change in meeting date	2 AHCA Staff and 1 TPO staff

Bay County TPO

<u>DATE</u>	<u>EVENT/CONTACT</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>ASSESSMENT</u>	<u># In Attendance</u>
<u>Bicycle Pedestrian</u> 8/26/2009	Bicycle Pedestrian Advisory Committee (BPAC) Subcommittee Meeting	Panama City City Hall	The subcommittee met to discuss multiuse paths in Bay County.	Members in attendance were to send goals they hoped to achieve in Bay County.	Approx. 7
8/26/2009	Bicycle Pedestrian Advisory Committee meeting	Panama City City Hall	This was a regular meeting of this advisory group to the TPO.	The BPAC made routine recommendations to the TPO and after much discussion and some reservations agreed to recommend that the TPO combine them with the CAC as one advisory committee.	7 members, 6 staff, 4 visitors
<u>DATE</u>	<u>EVENT/CONTACT</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>ASSESSMENT</u>	<u># In Attendance</u>
<u>Public Involvement</u> 8/28/2009	Bay County TPO Project Priorities public meeting	Mexico Beach Civic Center	The first of four interactive public meetings designed to gather public input on the Project Priorities and to solicit more members of the public to become involved in the Long Range Transportation Plan process. The meeting was held at 10:30 am.	Meeting was very informative, members of the press were present. Citizen input allowed staff to revise a project so that it reflected actual situation. Emphasis was on sidewalks and crossovers.	5 guests, 3 staff
8/28/2009	Bay County TPO Project Priorities public meeting	Panama City Beach Chamber of Commerce	(see above) This meeting was held at 3:00 pm.	This meeting was very well attended. Two members of the press and several citizens with various interests about transit and right of way acquisition were present.	11 guests, 6 staff

Bay County TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
8/29/2009	Public Involvement Bay County TPO Project Priorities public meeting	Panama City City Hall	(see above) This meeting was held at 10:30 am.	This meeting was very well attended. Members of the press were present. Citizens had concerns about safety issues that created an interaction between the TPO, FDOT and Bay County. FHWA was also present. A new CAC member was gained at this meeting.	19 guests, 6 staff
8/28/2009	Bay County TPO Project Priorities public meeting	Lynn Haven City Hall	(see above) This meeting was held at 5:30 pm.	This meeting was extremely successful, many members of the public, and one specific gentleman with a suggestion for improvements along a certain segment. 2 new CAC members were gained at this meeting.	14 guests, 4 staff
9/23/2009	Form Based Code Workshop	Panama City Beach City Hall	This meeting was held in the evening (6:00 to 7:30PM)	This meeting was hosted by the consultants responsible for the Form Based Code revamp contract. Staff attended to ensure Public Transit needs and interests were represented and discussed.	20
9/17/2009	Beach Chamber of Commerce After Hours Event	Pier Park	This was a networking event held at 5:30 PM	Staff used this networking opportunity to discuss the benefits of social networking tools with local business owners and elected officials. Staff also discussed the realities of public transit in an increasingly tepid political environment.	300

Bay County TPO

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Public Involvement					
8/12/2009	United States Green Building Commission Meeting	Walton County Coastal Branch Library	This meeting took place at 4:00 PM	At this meeting staff talked at length with the attending group and individuals for an hour after about the importance of transit in the green movement. Staff was asked to be a guest speaker at future events.	35
8/5/2009	Government Affairs Committee Bay County Chamber of Commerce	Bay County Chamber of Commerce	This meeting took place at 8:15 AM	Staff spoke about topics related to transportation on behalf of the TPO and Bay Town Trolley.	12
Project Priorities/TIP					
DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Project Priorities/TIP					
See TPO Administration and Public Involvement Sections for Information on Project Priority Workshops, review of the Draft Priorities, and Adoption of the final Priorities					

SECTION IV

ALL TPOS

All TPOs

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Freight					
7/15/2009	Talking Freight Seminar	Webcast/Telephone	Title of Seminar was: Credit Crunch and Impacts on Freight Transportation	Presentations were given on the subject matter and a question and answer period followed.	Approx. 65
8/19/2009	Talking Freight Seminar	Webcast/Telephone	Title of Seminar was: Highway Networks and their relationship to freight	Presentations were given on the subject matter and a question and answer period followed.	Approx. 68
9/16/2009	Talking Freight Seminar	Webcast/Telephone	Title of Seminar was: Institutional Arrangements	Presentations were given on the subject matter and a question and answer period followed.	Approx. 75
Public Transportation					
Public Transportation					
9/2/2009	University of West Florida-Small Business Development Center (SBDC) New Internet Media	SBDC, Pensacola, FL	Staff attended the New Internet Media Workshop, which was sponsored by UWF's Small Business Development Center; part of a partnership program with the U.S. Small Business Administration.	The workshop was presented by Caron M. Sjoberg, president of Ideaworks. More than 30 organizations attended the workshop. Local governments and transit agencies are beginning to use "new media" to disseminate information and stay in touch with customers and clients.	30+
9/15/2009	Agency for Persons with Disabilities (APD)/United Cerebral Palsy (UCP) Lens Workshop	Pensacola City Hall, Pensacola, FL	Conference sponsored by UCP and APD, and Council on Quality Leadership (CQL). Staff attended part of the 2 1/2 day conference. They presented a "Community Life LENS" experience program that explores what quality of life is within each community.	Jill Westring of Nebraska was the guest moderator from CQL. Staff participated as the industry experts in the transportation field. The group of diverse community leaders created plans for improving our community and building strategic partnerships.	35

All TPOs

DATE	EVENT/CONTACT	LOCATION	DESCRIPTION	ASSESSMENT	# In Attendance
Project Priorities/ETDM (Efficient Transportation Decision Making)					
8/6/2009	ETDM Training	Tallahassee	Training on use and purpose of the Efficient Transportation Decision Making System	This was a very effective and useful overview of the ETDM process	4 staff
9/1/2009	ETDM Teleconference	WFRPC	Discussion with Peggy Kelley (FDOT) and Wendy Lasher (PBS&J) on use of ETDM system in Long Range Planning	This discussion helped to strengthen staff's understanding of its current uses of the ETDM system and it's related resources.	5 staff
9/14/2009	ETDM Training	Tallahassee	Training on how to perform Socio-cultural effect assessments using ETDM	This was a very effective and educational course on using ETDM to evaluate a project's effect on socio-cultural resources. It also provided valuable insight into using ETDM as a tool for public involvement	3 staff
Air Quality/Planning					
9/15/2009 - 9/16/2009	Federal Highway Administration (FHWA) and United States Environmental Protection Agency (USEPA) Workshop	WFRPC	Federal and State representatives came to meet with staff regarding potential air quality status for the three TPOs.	The meeting provided excellent exchange and clarification. There will be follow up meetings starting in October.	Approx. 20

Quarterly Report
Public Involvement
July - September 2009

COMMUTER ASSISTANCE

4th Quarter Activities

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions		First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
I. COMPUTER SERVICES						
IA. EMPLOYER OUTREACH						
1	Conduct twenty (20) employer briefings to include one (1) employer workshop. Demonstration vans will be used as appropriate.	<ul style="list-style-type: none"> 1. 10/03 Surveyed employees at Oceaneering (at Port PC). 2. 10/03 Surveyed employees at Port Panama City. Spoke briefly with HR/management personnel. 3. 10/24 Conducted Employer Workshop at the Medical Center Clinic located next to West Florida Hospital. 4. 12/09 Conducted an Employer Briefing with Doug Lurton, Baptist Hospital. 	<ul style="list-style-type: none"> 5. 02/17 Staff attended BNI Business Networking Inc. meeting on Panama City Beach. Introduced program to 17+ employers. 6. 02/13 Staff presented program during advertised employer program. 	<ul style="list-style-type: none"> 7. 04/23 Staff spoke to Human Resource Management group in Panama City (12 +/- employers). 8. 05/08 Staff spoke to case managers for Salvation Army's domestic violence program. 	<ul style="list-style-type: none"> 9. 07/20 Presented Ride On program to new operators of Bay Town Trolley 10. 07/24 Employer workshop. Attendees represented five hotel/motel properties represented. 11. 09/17 Conducted employer brief for official from GEO prison in Milton. 12. 09/24 Gave brief program overview to veteran's representative of Gulf Coast Workforce board. 13. 09/30 Gave brief program overview to Ms. Anderson of Capt. Anderson's restaurant and marina. 	40 plus employer briefings represented by events listed.
2	Correspond with regional military bases to inform decision makers about the program and encourage use of the program.	<ul style="list-style-type: none"> 1. 10/02 Staff participated in Town Hall Meeting on Eglin AFB at the request of military leaders from the 96 Air Base Wing. 2. 10/14, 15, 16 Staffed information table at Tyndall Air Force Base energy awareness program. 3. 10/16 Discussed program with HR at Panama City Navy Base. 4. 10/16 Transportation Options Committee Meeting – Eglin AFB, October-December (Tuesday's). 	<ul style="list-style-type: none"> 5. VPSI Marketing Campaign and promotional activities for Kick-Off events for NAS Pensacola, Hurlburt, Eglin, and Tyndall AFB. All materials provided by VPSI. 6. Telecon: with Van-Go Representative to discuss starting a vanpool from Navarre to Eglin AFB. 7. New Park & Ride designated parking in Navarre County Park on US 98 for commuters traveling to Eglin AFB and Hurlburt Field. Eglin AFB Staff called to assist with a media campaign-promoting park & ride for military personnel awareness. 8. Met with Daniel Flores, Administrative Officer Department of Veterans Affairs, Panama City Office, to discuss the existing trolley routes and changes that the VA would like to recommend 	<ul style="list-style-type: none"> 9. 05/22 RideOn article appeared in Eglin Flyer to inform Eglin's base population about the RideOn program. 	<ul style="list-style-type: none"> 10. 07/09 combining marketing efforts with Vanpool Services Incorporated to promote vanpooling at Eglin and Hurlburt. 11. 08/09 Designed vanpooling marketing posters for distribution Eglin and Hurlburt. 	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date/ Number Of Tasks Completed
3 Seek to partner with at least one (1) large employer (having greater than 50 on-site employees) who supports employee use of alternative commuting options to encourage regional support of Ride On programs.	1. 10/16 L-3 Crestview, Vanpool formation meeting. 2. 12/19 Staff met with L-3 Crestview Aerospace HR (providing ongoing support).	as possible route alternatives. 3. 01/08 Staff met with L-3 Crestview Aerospace HR (providing ongoing support).		7/16 Onsite visit to L-3 Communications, New to drop off Ride-On information for hiring packets. *Active Employers continue to register new employees in the Guaranteed Ride Home Program.	
4 Attend regular Chamber of Commerce Meetings in which Ride On maintains membership.	1. 10/14 Staff attended the Navarre Beach Area Chamber of Commerce's Transportation Committee meeting with WFRPC Transportation Planner responsible for overseeing the FL-AL TPO Bicycle Pedestrian Advisory Committee to discuss avenues to have bicycle pedestrian lanes constructed on portions of US 98 in Navarre. 2. 10/31 Staff attended Navarre Beach Area Chamber of Commerce's monthly Commerce & Coffee to listen to speech presented by Commissioner Gordon Goodin on the State of Santa Rosa County and Navarre. 3. Oct 2008 Attended Bay County Chamber of Commerce "First Friday" 4. Oct 2008 Attended Greater PC Beaches "Friday at the Beach" 5. Nov 2008 Attended Bay County Chamber "First Friday"	6. 01/30 Staff attended Navarre Beach Area Chamber of Commerce meeting. 7. 01/09 Attended joint Bay County/ Panama City Beaches Chamber of Commerce Meeting 8. 02/06 Staff attended Bay County Chamber of Commerce "First Friday" meeting. 9. 03/27 Staff attended Navarre Beach Area Chamber of Commerce meeting. 10. 03/06 Staff attended Bay County Chamber's "First Friday" meeting 11. 03/13 Staff attended Panama City Beach Chamber's "Friday at the Beach" meeting.	12. 04/03 Staff attended Bay County Chamber of Commerce's First Friday Event 13. 05/01 Staff attended Bay County Chamber of Commerce's First Friday Event 14. 06/05 Staff attended Bay County Chamber of Commerce's First Friday Event 15. 05/08 Staff attended Greater Panama City Beach's Friday at the Beach event	16. 07/21 Staff attended Navarre Beach Area Chamber of Commerce Government Affairs Committee meeting. 17. 08/18 Staff attended Navarre Beach Area Chamber of Commerce Government Affairs Committee meeting. 18. Jul/Aug/Sep Attended networking meeting for Bay County Chamber of Commerce 19. Jul/Aug/Sep Attended networking meeting for Greater Panama City Beaches Chamber of Commerce 20. 09/15 Staff attended Navarre Beach Area Chamber of Commerce Government Affairs Committee meeting. 21. 09/30 Attended Govt. Affairs committee meeting of Panama City Beach's Chamber.	
1B PUBLIC OUTREACH	1. Participate in five (5) regional community events.	1. 02/20 Staff participated in the BARC Storm water Workshop in Pensacola. 2. 03/03 Staff participated as invited speaker at the Southeast Employment & Training Association's	4. 04/07 Staff participated in 2 nd Annual Regional Transit Roundtable in Pensacola. 5. 04/08 – 04/11 Staff participated in the Power up Energy Conference in Fort Walton Beach.	9. Guest Speaker at the Employment Transportation Communities Collaborating for Economic Success, Ridesharing the Third Link	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date/ Number Of Tasks Completed
		<p>Annual Conference held in Destin.</p> <p>3. Power up Event scheduled for April 8-11, 2009. Fort Walton Beach Civic Center. Numerous planning meetings and update information. Ride-On Staff will be participating as a vendor to meet major employers in the Okaloosa County.</p>	<p>6. 05/14 Setup RideOn display at Workforce Escarosa Job Fair in Milton.</p> <p>7. 04/21 Staff was represented at Greater Panama City Beach's Chamber of Commerce Business Expo</p> <p>8. 05/16 Staff participated in Bay Green expo at Gulf Coast Community College in Panama City</p>	<p>of Transportation – vanpooling. Des Moines, Iowa.</p>	
2 Speak to one (1) civic group.		<p>1. 02/07 Staff spoke to Bay County exceptional student Interagency Council.</p> <p>2. 03/19 Spoke to Interagency Council on Aging.</p>		<p>3. 09/05 Spoke at ELEPHANT HEARDS monthly meeting. State Rep. Marti Coley (FL House District 7) was the main speaker for the evening.</p>	
3 Offer program workshops to community service organizations such as those serving disadvantaged and disabled populations.		<p>1. 01/16 Attended Bridges Out of Poverty workshop and offered services to agencies in attendance.</p>	<p>2. 05/15 Staff participated in Big Bend Child Services case worker's expo</p> <p>3. 06/11 Staff participated in Panama City Rescue Mission's Clothes 4 Kids and Family Food Festival</p>		
4 Ride On will correspond with registered commuters requesting information updates.	<p>1. Continued support with registered commuters through mail or phone support.</p>	<p>2. Continued support with registered commuters through mail or phone support.</p>	<p>3. May – Corresponded by mail with registered carpools in Escambia and Santa Rosa to renew their Guaranteed Ride Home Program benefits and confirm they are still participating in a carpool.</p>	<p>4. Continued support with registered commuters through mail or phone support.</p>	
IC CAMPUS OUTREACH					
1 Organize and/or participate in three (3) exhibitions, job fairs, or transportation day events on regional College/VoTech campuses. This may include events targeted at future students such as high school senior day programs.	<p>1. 12/03 Staff participated in Chipola Workforce Development Board's Career Fair in Marianna (Jackson Co.)</p>	<p>2. 02/13 Staff participated in Workforce Center's Job Fair at Haney Vocational-Technical Center and High School in Panama City.</p> <p>3. 03/08 Staff participated in Workforce Center's Job Fair at Florida State University in Panama City.</p> <p>4. 03/25 Staff participated in Bay County exceptional student "Transition Fair."</p>		<p>5. 08/14 Provided information (handouts) and door prize for Gulf Coast community College Trio program open house.</p> <p>6. 08/11 Provided information (handouts) and door prize for Florida State University military student program.</p> <p>7. 09/18 Provided information (handouts) and door prizes for Gulf Coast Community College – and invited to speak in October at student</p>	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
2 Contact Student Government organizations and/or Student Activity organizers to introduce Ride On and promote the importance of commuting options.		1. Met with Chip Chism, Transportation Director, and University of West Florida on parking issues at the university and to set up a meeting and meet with Student Government to promote carpools using the Guaranteed Ride Home Program as the main incentive.		event. 10. 07/15 North Okaloosa Career & Job Fair – Crestview Community Center.	
3 Promote awareness of Ride On programs to area school board districts.		1. Met with Eric Fritz, Transportation Director for Escambia County Schools after the TCC Meeting and Ride-On Presentation to offer our services to local schools and promote Ride-On Services. 2. Communities In Motion Invitations were sent to district school boards for Bay, Gulf, Holmes, Washington, Jackson, and Calhoun Counties.		*Continued contact with Escambia County School Board all 3 meetings were scheduled and cancelled. To get any type of transportation event approved a meeting with the School Board Director is mandatory.	
4 Use the marketing plan for a focused approach to partner with one school.		1. Principal Fowler at Waller Elementary in Bay County was contacted more than once in invitation to participate in the February 13 th program.			
ID SUPPORTIVE PARTNERSHIPS					
1 Seek support, maintenance and updates for Ride Pro programs software.	1. 12/08 Called Trapeze Consultant to assist with developing a Carpool Roster. 2. 12/08 Called Trapeze Consultant relating to the cost of Maintenance and Training in Ride-Pro.	3. Completed the Ride-Pro Yearly evaluation form. 4. 01/2009 Career Connector Routes added to Ride Pro		8/13 Telecon: With Dan Bower to discuss training for a new employee. What type of training will be needed and follow up with costs for our new JPA.	
2 Seek support, maintenance, updates, and upgrades for electronic hardware.	No assistance or updates needed	No assistance or updates needed	No assistance or updates needed	No assistance or updates needed	
3 Maintain current data in		1. 01/20 WFRPC GIS staff			

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
reference to employers, transit routes, clients, etc.		member updated street address information in conjunction with Trapeze. 2. 03/19 Staff added Career Connector route (Bay Town Trolley) to RidePro.			
4 Maintain current information in reference to transportation programs and providers in the region.	1. Monthly mileage reports from transportation providers operating vans utilizing Commuter Assistance Program Funding. 2. Staff distributed Bay County Transportation Brochures to Transportation Providers, Work Force.	3. 03/2009 Staff received Braille copies of Bay County Brochures. Distributed to transit providers and other key organizations.		4. Monthly mileage reports from transportation providers operating vans utilizing Commuter Assistance Program Funding.	
5 Meet quarterly with the advisory board to encourage region-wide participation in Ride On programs. One objective will be to work toward increased participation of current advisory board attendees with the goal of a structured membership including representation from local governments, ride-share participants, employers, and transportation providers.	1. 11/04 Staff held quarterly Advisory Board meeting and reviewed past year and previous quarter and discussed upcoming plans.	2. 2/2 Discussion on the status and progress of the Advisory Board Meetings. Changes that need to happen to make it worthwhile for our members. 3. 02/13 Short Advisory Board meeting to be an aspect of the Vanpool program.	4. Staff continues to discuss best options for going forward with an advisory board. Staff is considering options to better serve large area with three TPO regions.	5. The advisory board has not been successful in uniting or promoting the program and was disbanded with the permission of FDOT district 3 staff and recommended offering an Annual Employer Workshops was presented as an alternative.	
IE TRAINING					
1 If not already completed, all full time and supervisory Ride On staff will work toward obtaining the Florida Commuter Choice certificate through CUTR (Center for Urban Transportation Research) at the University of South	1. 12/02-12/05 Staff attended the 2008 Commuter Choice Summit in St. Petersburg.	2. 01/06 Staff contacted CUTR to request 2009 Commuter Choice Training Schedule. 3. 03/17-03/19 Newest Ride On staff member attended TDM Tools Workshop in Tampa.	4. 05/05 – 05/06 Staff member attended TDM Techniques training workshop in Tampa. 5. 05/19 – 05/20 Newest staff member attended FPTA/FDOT/CUTR Professional Development Workshop in Tampa. 6. 06/17 Staff member attended CUTR online training session covering Commuter Tax Benefits.	7. Staff member attended Weekly online Commuter Choice Certificate training sessions.	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
2 Florida. Full time Ride On staff will attend training sessions and educational courses designed to educate transportation professionals in all aspects of their job. This includes but may not be limited to Ride On Pro, grant workshops, and other transportation seminars or training events.		<ol style="list-style-type: none"> 02/25 Staff attended full day of training provided by officials from Federal Highway Administration (FHWA) on Title VI, laws associated with the Civil Rights Act of 1964. 02/26 Staff attended training provided by FHWA on new Congestion Management and Air Quality policy that will effect non-attainment areas in the region. 		*Due to budget cuts all travel and training was put on hold this JPA reporting period.	
II INTERGOVERNMENTAL AFFAIRS					
IIA INTERACTION WITH LOCAL JURISDICTIONS					
1 Make informational presentations to two (2) local jurisdictions about TDM strategies and promoting ride sharing throughout the region. This includes but is not limited to cities, counties, and Transportation Planning Organizations, and other regional boards. Specialists may use this venue to promote Ride On among local jurisdictions as a method to practice green policy as supported by current State of Florida policy.	<ol style="list-style-type: none"> 11/19 Staff made a presentation to the Bay Area Resource Council's Technical Advisory Committee promoting the green aspects of ridesharing, i.e.—reducing carbon emissions resulting in improved air quality. 	<ol style="list-style-type: none"> 02/03 Staff made a presentation to the FL-AL TPO Congestion Management Review Team. 02/17 Staff presented overview of the Ride On program to newly appointed FL-AL TPO members. 02/26 Staff made a presentation to the O-W; TPO Congestion Management Review Team. Called the South Alabama Regional Planning Commission to discuss the Ride-On Program and the services we provide throughout our ten-counties and the "Guaranteed Ride Home Program." 02/10 Staff attended Bay County Congestion Management (CM) meeting. Promoted RideOn as useful 	<ol style="list-style-type: none"> 04/13 Staff spoke to the Bay, Gulf, Holmes, Washington Regional Transportation Partnership in Parker, FL. 04/28 Staff spoke at the Bay County Congestion Management (CM) meeting. Promoted Ride On as useful to meeting CM goals. 05/20 and 06/17 Staff attended the Bay County Community Traffic Safety Team meeting. Promoted Ride On and alerted participants about Dump the Pump Day which would mean (increased trolley ridership and pedestrian traffic). 06/08 Staff attended FL/AL CAC meeting to inform members about Dump the Pump day. 06/09 Staff informed FL/AL BPAC about Dump the Pump day. 06/10 Staff presented Dump 	<ol style="list-style-type: none"> 09/09 Ride On Program presented to Bay County affordable housing board. 8/19 Ride-On Presentation on Vanpooling/ Park & Ride Facilities to the State Transportation Officials during their visit. 	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
		to meeting CM goals.	the Pump day activities and schedule of events to FL/AL TPO. 13.06/24 Staff provided Bay County TPO overview of Dump the Pump Day events.		
2 Provide overview of the Ride On program for the West Florida Regional Planning Council's executive board.			1. 05/27 Staff provides overview of RideOn program to the WFRPC Executive Board in a monthly activities report.	9/21 Numerous Quarterly Newsletter Articles were published in the West Florida Regional News Letter about the Ride-On Program.	
3 Utilize the resources of external agencies including but not limited to Economic Development Councils, Tourism Development Boards, and other local organizations supportive of local business expansion.		1. 2/3 Copied the Director of Business and Expansion, EDC of Okaloosa County, all the information pertaining to the Eglin Project.		6/16 Continued support from EDC marketing a potential vanpool program originating in Crestview to Eglin. Funding proposal was presented to the EDC of Okaloosa to secure funding for OCT.	
IB PUBLIC TRANSPORTATION SUPPORT SYSTEM					
1 Organize and/or participate in, "Communities in Motion" type event in conjunction with one public transportation provider within the region.		1. Communities In Motion event planned for 04/03 at office complex in Panama City.	2. 04/03 Communities In Motion event held at Forest Park office complex in Panama City, FL. 3. May & June - Staff planning and preparing for "Dump the Pump" day event at ECAT scheduled for June 18 th . 4. 06/05 Staff met with ECAT officials to discuss plans for Dump the Pump Day on June 18 th . 5. 06/18 Dump the Pump Day (DTPD) observed throughout the region. Planned activities were posted in the weeks leading up to the event. 6. DTP - Bay County held joint event with other transportation programs at Pier Park in Panama City Beach. 7. 06/18 – Staff setup in conjunction with FL/AL TPO staff, Bay Area Resource Council staff and ECAT to promote Dump the Pump in		

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
			Escambia County.		
2 Organize and/or participate in an awareness event for one (1) transportation disadvantaged provider within the region.	1. 10/15/08- Pensacola Bay Transportation – Century Proposal. 2. 10/15/08- Okaloosa County Transportation and Ride Representatives – 96 th Air Base Wing/CCX- Transportation Plan Eglin AFB.	3. Staff contacted Gulf Public Transportation to begin working on event for Gulf County.			
3 Maintain updated information on transportation options and provide a regional customer information center using the ride-share hotline number 1-800-342-5557.		1. Feb 09 – Ride On hotline is monitored daily and return calls are made to customers leaving a message with call back number.	2. Ride On hotline is monitored daily and return calls are made to customers leaving a message with call back number.	3. Ride On hotline is monitored daily and return calls are made to customers leaving a message with call back number.	
4 Meet with Community Transportation Coordinators (CTCs) for regional counties to promote alternative transportation options and encourage the use of public transportation.		1. 01/20/09 Tri-County Community Transportation Staff has agreed to be a presenter at the, Pool Your Efforts Workshop and sponsor refreshments for the event. 2. 02/04 Staff attended Bay County Transportation Disadvantaged Board Meeting. Promoted RideOn. 3. 02/17 Staff attended Washington County Transportation Disadvantaged Board Meeting. Promoted RideOn. 4. 02/17 Staff attended Holmes County Transportation Disadvantaged Board Meeting. Promoted RideOn.		5. 7/27 Meeting with Pensacola Bay to finalize contact for the Guaranteed Ride Home Program. 6. 9/9 Meeting with Pensacola Bay to discuss transportation for a School Summer Program.	
5 Send informational Ride On packets to public transit providers within the region.				1. 09/20/09 Took Ride On brochures to Gulf Public Transit.	
6 Assist (upon request) with public outreach events for other programs within the West Florida Regional		1. 02/23 Staff participated in Bay Area Resource Council's Storm Water Workshop.	2. 05/14 Staff setup along with WFRPC staff at Workforce Escarosa Job Fair in Milton.	07/14 Recycle Regatta, Lillian AL TPO Event, promoted Ride-On Program.	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
7 Planning Council. Meet quarterly with FDOT district 3 public transportation representatives to review program progress.	1. 10/08 Staff met with FDOT District 3 representative to review FY 08 Annual report and review draft copy Bay County Brochure.	2. 01/14 Staff met with FDOT District 3 to review 4 th quarter report and amended budget and tasks for FY 2009.	3. 05/13 Staff met with FDOT District 3 to review 2 nd quarter report and JPA task progress.	4. 08/04 Staff met with FDOT District 3 to review 3 rd quarter report and proposed budget amendment. 5. Ride-On Staff continues to work closely with District 3 keeping them fully informed on all aspects of the Ride-On Program and other JPA related tasks.	
8 Assist Okaloosa County transit with updating informational brochures.				09/03. Staff met with Gulf Public Transit to begin this project. (Okaloosa county was not interested in pursuing this product) *The Ride-On Program began early in the year organizing meetings with Okaloosa County Staff to design a new transportation brochure in hopes of including the Crestview Route to Eglin. All scheduled meetings were ignored and follow up phone calls were not successful.	
III MARKETING AND COMMUNICATIONS					
III EMPLOYER INFORMATION MAIL OUTS					
A					
1 Send quarterly mailings of informational and promotional media to publics served by Ride On. This may include but not be limited to employers, participants, and social service agencies.	1. 12/30 & 12/31 Sent (300+/-) postcards to Bay County area employers informing them of upcoming Vanpool Workshop.	2. 01/2009 Mailed roughly 48 additional postcard invitations to Bay County area employers informing them of upcoming vanpool workshop. 3. 02/2009 Staff mailed 62 invitations / announcements for Bay County Communities In Motion event. (To all employers in immediate area of event).	4. 06/10 Staff mailed 90 media packets to local television, radio, and print media outlets across all ten counties in RideOn's service area promoting Dump the Pump activities.	5. 30 marketing packets sent to Okaloosa Major Employers, Crestview and Fort Walton Beach Chamber of Commerce's promoting the "Guaranteed Ride Home Program."	
2 Correspond with regional Workforce Development Boards to educate them about the program and encourage them to	1. Made weekly presentations to Gulf Coast Workforce Board program participants.	2. 01/16 Bridges Out Of Poverty Workshop sponsored by ESCAROSA, United Way, and The Pensacola Chamber of Commerce. The Conference Center,	4. APR MAY JUN - Staff made weekly presentations to Gulf Coast Workforce Board Jumpstart - Job Search / Training program participants.	5. JUL AUG SEP - Staff made weekly presentations to Gulf Coast Workforce Board Jumpstart - Job search / Training program participants.	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
promote the program to their employers and job seekers.		University of West Florida. 3. 01/06, 01/13, 01/20, 01/27, 02/03, 02/10, 02/17, 02/24, 03/03, 03/10, 03/24, 03/31 made weekly presentations to Gulf Coast Workforce Board Jumpstart Job Search / Training program participants.			
3 Work with recipients of JARC (Job Access Reverse Commute) funding to educate users about the benefits of Ride On programs.		1. Bay Medical Center (recipient of JARC funds in Bay County) was invited to the vanpool workshop.	Telecon: With District 3 Staff to learn how the Ride-On Program can benefit from JARC Funding to support vanpools.	Meeting with Transportation Supervisor to learn how Ride-On Program can qualify for JARC Funding. Telecon: With VPSI sample proposal was e-mailed to pursue possible JARC Funding through VPSI.	
III MEDIA CAMPAIGN					
1 Meet with Ideaworks as needed to develop marketing concepts and campaigns for region wide use.	1. Nov 2008 Staff met with Ideaworks to develop direct mail product (postcard) to promote RideOn event. One face-to-face meeting was followed up with several telephone and e-mail interactions. 2. 12/30 Staff met with Ideaworks to discuss and order marketing materials and pick-up postcards for employer mail-out.	3. 2/23 Ride On poster campaign designed by Ideaworks won Gold ADDY award (prestigious advertising award for Best Public Service Ad). 4. 2/24 Staff contacted Ideaworks to design new van wrap using poster campaign DodgeTraffic.com	5. 04/23 Staff met with Ideaworks to discuss future advertising campaigns and concerns regarding RideOn van graphics progress. 6. 05/15 Turned RideOn van in for graphics application. 7. 06/02 RideOn van wrap completed.	8. E-mails to IdeaWorks with billing concerns, ordering business card and setting up a meeting to discuss the designs for a Yearly Report for marketing purposes.	
2 Continue to promote vanpools as a cost effective alternative to SOV transportation.	Vanpooling continues to be a very strong arm of the Ride-On Program. These programs are offered to any hotline callers, employers, and transportation providers on a daily basis.	Vanpooling continues to be a very strong arm of the Ride-On Program. These programs are offered to any hotline callers, employers, and transportation providers on a daily basis.	Vanpooling continues to be a very strong arm of the Ride-On Program. These programs are offered to any hotline callers, employers, and transportation providers on a daily basis.	1. 09/2009 Kept in contact with Tom G. of VanGo. Offered assistance with promoting program and offered promotional gifts to VanGo riders. Vanpooling continues to be a very strong arm of the Ride-On Program. These programs are offered to any hotline callers, employers, and transportation providers on a daily basis.	
3 Submit Commuter	1. 10/10 Staff contacted by	7. 03/2009 Communities in	8. 06/12 Staff participated in on-	9. 08/09 Navarre Sound	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
Assistance news articles and public service announcements to local publications (newspapers, newsletters, student publications, etc.) in the region. Articles will provide information about commuting options, transportation providers in that area and invite employers to request a West Florida Commuter Assistance presentation. Articles submitted by the advisory board will fulfill this requirement.	DeFuniak Springs Herald. 2. 10/14 Staff interviewed by reporter from DeFuniak Springs Herald for article printed 10/16. 3. 10/2008 Article in 4 th quarter West Florida Regional Planning Council Newsletter (RE: carpool program at Waller Elementary – Bay County). 4. 10/2008 Article in Nov/Dec "Green Issue" of Greater Panama City Beaches Chamber of Commerce magazine 5. 12/18 Staff participated in on-air radio interview with WCOA, the local ABC-affiliate broadcasting across NW Florida & Southern Alabama. 6. Submitted Ride-On Article to the Economic Development Council of Okaloosa County for Newsletter.	Motion event promoted to local media through invitations, e-mails to media contacts, and personal contact.	air interview with WCOA and informed listeners about the Ride On program, the Guaranteed Ride Home program and the Dump the Pump event being held on June 18 th .	August/September-State *Transportation Officials Visit. Government Affairs- Stephen Halstead. *Santa Rosa District 2 News.	
4 Purchase and utilize appropriate media (billboards, collateral, printing and design, etc.).		1. 02/25 Staff ordered new van wrap from IdeaWorks.		2. Telecon: with Bill Salter Representative offering affordable sites for possible bill board campaign. 3. Site maps were delivered to review possible locations.	
5 Develop, purchase and distribute new employer and formed carpool incentives such as gas cards, gift cards, movie passes, etc.	1. 11/04 Met with Kirkland Company to order new Ride On incentives and supplies.	2. Jan-Feb 09 Ordered and received new Ride On incentive items.	3. Incentive items are fully stocked and will carry us through until late 2010.	4. Incentive items are fully stocked and will carry us through until late 2010.	
6 Continue to develop web presence of Ride On.	1. 12/15 Updated web page to advertise Employer Vanpool Workshop.	2. 01/23 Staff posted vanpool program on Florida Panhandle group page at www.linkedin.com			
IV OTHER IN-HOUSE SERVICES					
1 Ride On Hotline Calls (received).	22	34	26	30	
2 Ride On Hotline Calls (returned).	12	16	12	14	
3 Park & Ride Lot proposals	1. 10/13 Met with FDOT District 3 representative and official from ECAT to view proposed Perdido	3. 01/15 Participated in route survey of FL-AL Congestion Management Plan route	6. 06/17 Staff conducted P & R survey at I-10 & SR 87 in Santa Rosa County and photographed	7. 08/26 Provided FDOT District 3 with electronic version of Park & Ride Survey	

Ride On Report October 2008 – September 2009

JPA Task Identifiers And Product Descriptions	First Quarter October – December 2008	Second Quarter January – March 2009	Third Quarter April – June 2009	Fourth Quarter July – September 2009	Date / Number Of Tasks Completed
	<p>Key Park & Ride lot location.</p> <p>2. 10/08 Passed P&R suggestion for HWY 231 from Dr. Newsome (Bay Co. Health Dept) to FDOT D3 (Kathy Rudd)</p>	<p>with TPO staff and photographed two potential Park & Ride lot locations.</p> <p>4. 02/10 Staff met with Okaloosa county and city administrators, Eglin officials, and staff from OCT along with Grimaldi-Crawford about Park& Ride locations in Crestview.</p> <p>5. 02/23 Staff placed Park & Ride surveys on windshields at locations in Crestview.</p>	<p>unofficial P & R and proposed lot at US 90 & SR 87.</p>	<p>form to distribute at intersection of Hwy 77 & Hwy 20</p> <p>8. Park & Ride Lot final reports were bounded and sent to District 3 Staff.</p> <p>9. On-site visit to the Navarre Park & Ride to count exact spaces available for commuters. (24 spaces)</p>	
4 Additional items not listed in JPA agreement.	<p>1. 10/08 Staff participated in South Eastern Association of Commuter Transportation conference call.</p> <p>2. 11/07 Staff attended FDOT Grant Workshop in Chipley.</p> <p>3. 11/05 Staff participated in Bay Visioning Meeting.</p>	<p>4. 01/2009 Staff participated with executive board of Southeast Association of Commuter Transportation in discussions of annual symposium.</p> <p>5. 01/22 Staff attended public meeting for West Bay Sector Plan.</p> <p>6. 02/2009 Staff participated with executive board of Southeast Association of Commuter Transportation in discussions of annual symposium.</p> <p>7. 02/17 Staff met with Pensacola Bay Transportation to discuss EPA Care Grant proposal.</p> <p>8. 02/18 Staff met with Administrative Officer from the Dept. of Veterans Affairs to discuss route deviation of Bay Town Trolley route 7.</p> <p>9. 02/05 Staff attended Commuter Services of North Florida Board meeting.</p> <p>10. 01/2009 – 03/2009 Staff participated in Marketing meetings and efforts of Bay Town Trolley.</p>	<p>11. 04/24 Staff met with the General Manager from Yellow Cab of Pensacola to discuss Ride On's Guaranteed Ride Home Program (GRHP) to determine if Yellow Cab would be willing to become a GRHP service provider for Escambia, Santa Rosa, and southern Okaloosa counties.</p> <p>12. As an association officer (Secretary), Staff participated in SEACT (South Eastern Association of Commuter Transportation) board meetings.</p>	<p>13. As an association officer (Secretary), Staff participated in SEACT (South Eastern Association of Commuter Transportation) board meetings</p> <p>14. 07/28 Staff attended Panama City Congestion Management meeting</p> <p>15. 08/26 Staff attended Bay County Affordable Housing board meeting.</p>	

**JULY - SEPTEMBER
PUBLIC INVOLVEMENT HIGHLIGHT:**

**Project Priorities Workshops
Article and Summary Reports**

Project Priorities Workshops

July kicks off the annual update to one of the most important documents produced by the TPOs, the Project Priorities. The purpose of the Project Priorities is to ensure that the Florida Department of Transportation (FDOT) is aware of the needs, desires, vision, and existing plans of the local areas. This information is then used by FDOT to develop its Five-Year Work Program. So, July is one of the best times for the public to let its voice be heard!

This year staff stepped up its efforts to gather public input during the development phase of the Project Priorities by holding a series of public workshops across the three TPO areas. Workshops were scheduled at a total of fourteen locations, across five counties. Some were held during the day and others were held at night. The goal was to get the public's input on the Priorities as they currently existed and to learn about other projects they might want of which the TPO members may not be aware. Staff was also hoping to see new faces at the workshops and to interest them in becoming members of the advisory committees.

During these interactive and casually-designed workshops the public was provided with a brief overview of the planning process and then asked to rank the existing priorities for major roadway projects, such as road widening, smaller operational improvements, such as adding turn lanes or traffic signals, and bicycle and pedestrian projects. Although there were no specific public transportation projects to address, the TPOs and their staff are very aware of how important this topic is to its public and input regarding the existing systems and any improvements needed was encouraged and was forwarded to the responsible agencies.

Turnout to the workshops ranged from impressive to disappointing, but several applications from prospective additions to the Citizens' Advisory Committees and Bicycle Pedestrian Advisory Committees were received. Attendance at such events remains unpredictable, but staff is continuing to research methods for reaching the public that are both effective and affordable.

The following pages document the results of the workshops, including the final ranking of the project lists and additional comments provided to staff on "Idea Cards". All of this information was provided to the TPO members to aid in their final decision-making.

The Final Project Priorities documents, adopted by each TPO in September, can be found at the following locations on the WFRPC website:

Florida-Alabama TPO <http://www.wfrpc.org/flaldocument>

Okaloosa-Walton TPO <http://www.wfrpc.org/owdocuments>

Bay County TPO <http://www.wfrpc.org/baydocuments>

**It's YOUR
money! How do
you want it
spent?**

Get Involved!

Plan to come to one of these meetings in July!

SANTA ROSA COUNTY AUDITORIUM

4350 SPIKES WAY MILTON JULY 8 6:00 P.M.

WARRINGTON PRESBYTERIAN CHURCH

406 S. NAVY BLVD. PENSACOLA JULY 9 5:30 P.M.

NAVARRE COMMUNITY CENTER

1917 NAVARRE SCHOOL ROAD JULY 13 5:30 P.M.

WEST FLORIDA REGIONAL PLANNING COUNCIL

4081 E. OLIVE ROAD PENSACOLA JULY 14 10:00 A.M.

TALBOT CHAPEL AME ZION CHURCH

425 N. REUS STREET PENSACOLA JULY 16 5:30 P.M.

See Map on Back

Florida-Alabama

TPO

**Transportation
Planning
Organization**

Your Local TPO...

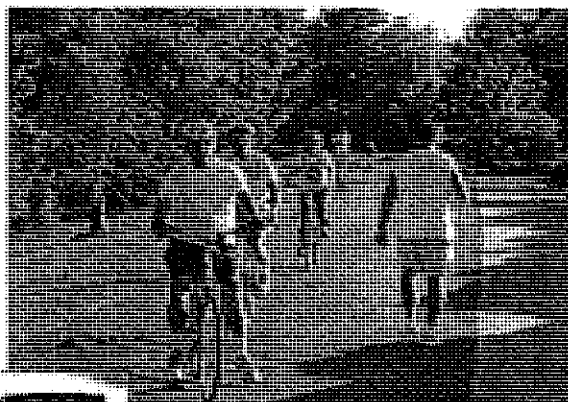
Keeping You on the GO!!!

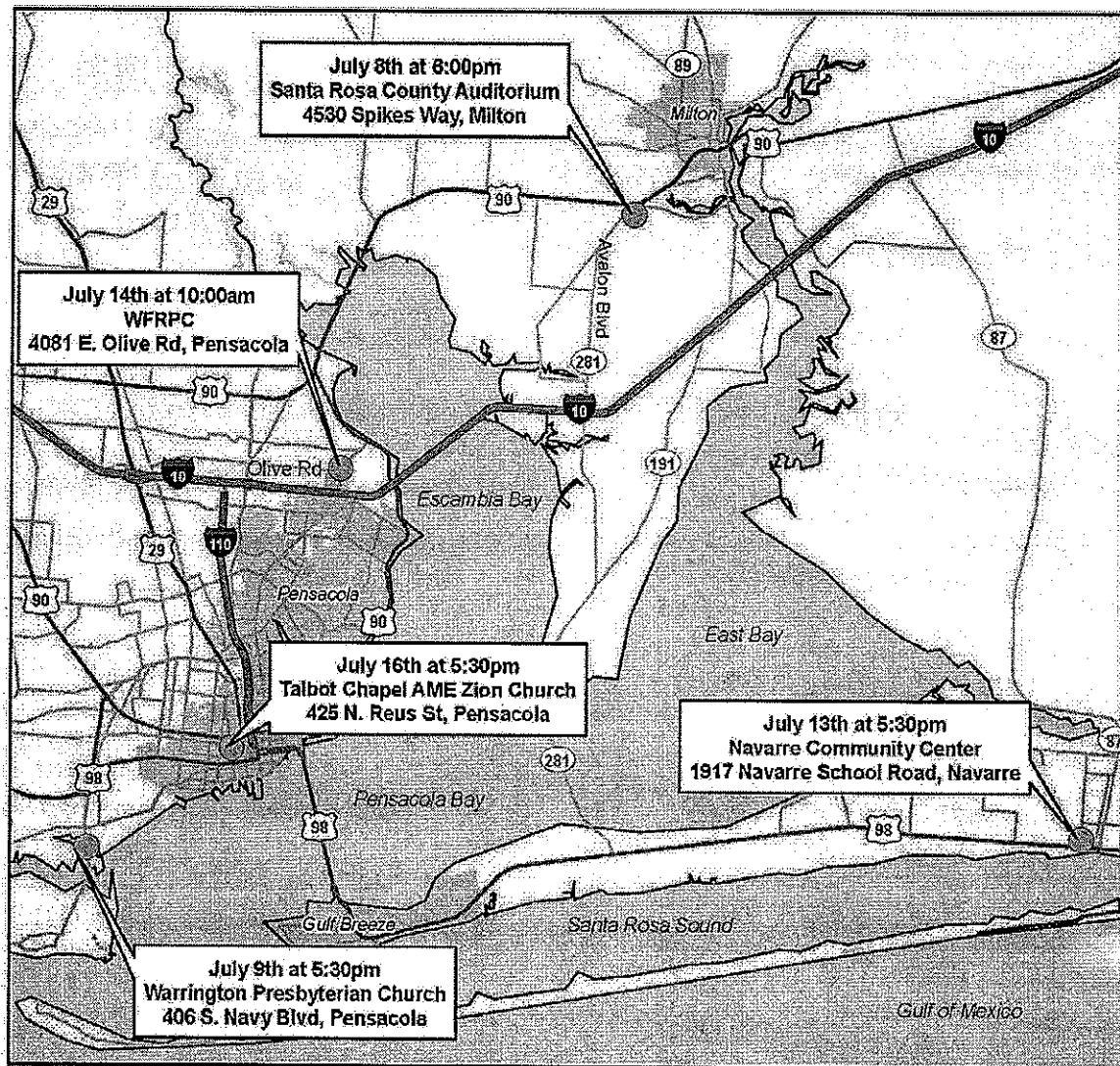
Coming In July 2009!

The Florida-Alabama TPO would like your help
in setting the Transportation Project Priorities
for your area.

- ♦ Learn how transportation projects happen!
- ♦ Participate in the decision-making process!
- ♦ Make a difference in your community!

For special accommodations or
for more information contact
Rhonda Grice
at (850) 332-7976 ext. 214
or visit our website:
<http://www.wfrpc.org/flaltpo>





The Florida-Alabama TPO Adheres to Title VI of the Civil Rights Act, Title VI, Executive Order 12898, and the US DOT Order on Environmental Justice ensures protection from discrimination on the basis of race, color, national origin, age, sex, disability or level of income. Staff will make reasonable accommodations for access to these meetings in accordance with the Americans With Disabilities Act. Please provide 48 hours notice. Contact Rhonda Grice at (850) 332-7976 extension 214 for assistance.

The Florida-Alabama TPO is staffed by the West Florida Regional Planning Council.....Planning for the Future.



Summary of Public Input from the July 2009 Project Priorities Workshops

This year TPO Staff held five public workshops across the TPO planning area. The workshops were conducted to gather input on the priority of projects. TPO Staff presented a short PowerPoint presentation and then directed attendees to five display stations. There was a station for Capacity projects, Strategic Intermodal System (SIS) Projects, Bicycle/Pedestrian projects, Transportation System Management (TSM) projects, and Enhancement Program projects. At each of these stations a chart of the draft priorities, along with a map of the projects, was on display. The workshop attendees were provided five sets of stickers numbered one, two, and three and then they were directed to label their top priorities at each station. The input was tabulated using a system of weighting the numbered dots and then averaging the total point value, with the highest score being the most popular and the lowest score being the least popular. The total scores are listed in the last column of each table; the project top three favorite projects in each table have been highlighted in green, yellow, and red, respectively.

The attendees were also provided Idea Cards so they could express concern over other issues not addressed with the projects already depicted. The comments collected have been included at the end of this document.

STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS													
PROJECT DESCRIPTION	Milton		Warrington		Navarre		WFRPC		Pensacola		TOTALS		TOTAL WEIGHTED POINTS
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	
SR 87 Expand to 4 lanes ** (Five Forks Rd to Eglin AFB)	6	11	3	3	8	24	4	10	4	10	25	58	2.32
I-10 Expand to 6 Lanes (Davis to Scenic)	5	13	4	8	3	3	12	23	3	6	27	53	1.96
US 29 Expand to 6 Lanes (I-10 to 9 or 10 Mile Rd)	4	5	3	9	3	4	13	33	2	5	25	56	2.24
I-10 Expand to 6 Lanes (Escambia Bay Bridge to Avalon Blvd)	9	23	1	1	7	13	12	13	2	3	31	53	1.71
TOTAL DOTS COLLECTED	24		11		21		41		11		108		

CAPACITY PROJECTS													
PROJECT DESCRIPTION	Milton		Warrington		Navarre		WFRPC		Pensacola		TOTALS		TOTAL WEIGHTED POINTS
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	
Corridor Management Studies \$150,000 Annually	4	4	2	2	3	9	2	2	1	1	12	18	1.5
Corridor Management Projects \$1,500,000 Annually	3	6	0	0	0	0	3	7	0	0	6	13	2.17
Public Transportation Capital Improvements \$300,000 Annually	3	5	1	3	1	1	5	9	3	7	13	25	1.92
Bicycle / Pedestrian Projects \$300,000 Annually	14	35	2	4	1	1	3	7	0	0	20	47	2.35
Traffic Signal Coordination \$300,000 Annually	1	3	7	17	3	4	5	9	5	8	21	41	1.95
Intelligent Transportation System Projects	3	7	3	5	0	0	2	5	4	11	12	28	
Total Cost: \$2,800,000	2	4	0	0	2	4	0	0	0	0	4	8	2.00
Avalon Blvd Expand to 4 Lanes (I-10 to South of Moor's Lodge)	0	0	0	0	1	1	11	27	0	0	12	28	
Nine Mile Rd Expand to 4 Lanes (Pine Forest to US 29)													
Burgess Rd Realignment New 4 Lane Road (US 29 to Creighton Rd)	1	1	1	3	0	0	8	15	0	0	10	19	1.90
US 98 Capacity Improvements (Only in Santa Rosa County)	1	3	2	2	9	27	3	7	2	6	17	45	2.65
US 90 Capacity Improvements (Only in Santa Rosa County)	4	12	0	0	2	4	4	7	0	0	10	23	2.30
US 90 Expand to 4 Lanes (Airport Rd to SR 87 South)	0	0	0	0	3	5	1	1	0	0	4	6	1.50
TOTAL DOTS COLLECTED	36		18		25		47		15		141		

BICYCLE/PEDESTRIAN PROJECTS													
PROJECT DESCRIPTION	Milton		Warrington		Navarre		WFRPC		Pensacola		TOTALS		TOTAL WEIGHTED POINTS
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	
Old Cory Field Rd Bicycle Improvements and Signage Alternate Route to Navy (Barrancas Ave to Navy Blvd)	0	0	4	10	0	0	2	6	1	3	7	19	2.71
Access Mngt on Navy Blvd (Gulf Bch Hwy to Pace Blvd)	0	0	4	10	2	4	4	5	0	0	10	19	1.90
Davis Hwy (Fairfield to Schubert)	1	3	0	0	1	2	2	5	2	5	6	15	2.50
Davis Hwy ** (Forsyth to Scenic)	2	4	0	0	1	1	3	8	1	2	7	15	2.14
9th Ave Bike Ln or Re-Stripe outside Ln (Creighton to Bayou)	0	0	2	4	0	0	5	11	4	10	11	25	2.27
9th Ave Bike Ln or Re-Stripe outside Ln (Cervantes to Bayfront)	1	1	2	6	2	6	3	4	3	9	11	26	2.36
Sorrento Rd / Gulf Bch Hwy (Dogtrack to Patton)	0	0	3	3	0	0	3	6	0	0	6	9	1.50
Johnson Ave Paved Shoulders (US 29 to Olive)	1	6	0	0	0	0	9	22	1	1	11	29	
Langley Ave Medians and Pedestrian Crossing (Scenic Lights Elem to Leesway Blvd)	2	4	0	0	0	0	4	8	3	7	9	19	2.11
Alternate US 98 East Bound ** 3 Mile Bridge to GINS (Fairpoint / Sunset / Shoreline / US 98)	1	2	0	0	11	33	2	5	2	6	16	46	2.88
Alternate US 98 West Bound ** GINS to US 98 (McClure / Joachim / Daniel to Kenilworth/Northcliff / US 98)	2	3	2	2	4	6	2	3	2	5	12	19	1.58
Park Avenue Sidewalks (SR 89 to Byrom Street)	12	15	0	0	2	3	0	0	0	0	14	18	1.29
Park Avenue Sidewalks (Byrom Street to SR 87)	11	22	0	0	1	1	0	0	0	0	12	23	1.92
Park Avenue Sidewalks (SR 87 to Blackwater Heritage Trail)	13	38	0	0	4	4	3	3	0	0	20	45	2.25
TOTAL DOTS COLLECTED	46		17		28		42		19		152		

ENHANCEMENT PROJECTS													
PROJECT DESCRIPTION	Milton		Warrington		Navarre		WFRPC		Pensacola		TOTALS		TOTAL WEIGHTED POINTS
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	
Benny Russell Park Sidewalks (Norris Rd & East Spencer Field Rd to Berryhill Rd & West Spencer Field Rd)	11	31	5	10	4	10	12	17	5	8	37	76	2.05
Michigan Ave / Saufley Field Sidewalks (Denver Ave to NAS Saufley Field)	11	20	6	13	4	6	17	42	7	13	45	94	2.09
Gulf Beach Hwy Paved Shoulders (Bauer Rd to Sorrento Rd)	12	15	6	12	4	8	15	31	4	9	41	75	1.83
TOTAL DOTS COLLECTED	34		17		12		44		16		123		

Summary of Public Comments

Santa Rosa County Auditorium – July 8, 2009

What is your transportation concern?

- 1) *More bike/ped friendly enhancements in Santa Rosa County within traditional neighborhoods and urban areas. More community redevelopment agencies are possible funding sources, besides traditional sources. Traffic calming in Bagdad is needed badly. It is a main thoroughfare from Milton to I-10. Moreover, I'm concerned about the lack of public involvement. A Wednesday evening is a terrible time/day for church-goers. More outreach methods within neighborhoods (neighborhood associations, etc.) are needed. I would even help with public involvement. It's my area of expertise.*
- 2) *Develop the Hwy 90 alternate route through Milton to preserve 2 lanes through Milton with old bridge. Preserve the old Bayou Marquis Bridge (WPA). Improve Hwy 90 flow from Milton to Pensacola*
- 3) *There needs to be more transportation opportunities for students going to community colleges and universities. When prospective students are making the decision as to which school they would go to transportation ranks high on the list of pros and cons. Please take into consideration that higher education plays a big part in every community.*
- 4) *Bicycle/pedestrian sidewalk between Milton and Bagdad via Canal and Henry Streets for safety of residents and visitors. Save historic downtown Milton and old WPA bridge over Marquis Bayou when extending US90. Use north or south route rather than through downtown. Old bridge is a historic treasure – good for walking and bicycles.*
- 5) *I am concerned with the continued proposal that Hwy 87 be four-laned through the Milton Historic District (90). The City of Milton has consistently favored and endorsed a southern alternate. A recent survey of residents inside Milton and out shows the strong desire for a "southern alternate". A four lane through Milton would ensure the demolition of at least one historic building and completely alter the historic small town feel. It is expedient alternate routes be studied in the upcoming PD&E study – all routes. Anything that serves to distract from what makes us distinctive (downtown) hurts us. Bicycle/pedestrian paths – the preservation of old Marquis Bayou bridge – Milton- to serve as this purpose and to preserve a historic landmark. The new bridge across the bayou should be historically appropriate.*
- 6) *Bicycle and pedestrian connections to downtown Milton, traffic calming in Bagdad, FL., traffic calming in downtown Milton, bypass to downtown Milton south of Milton and north of Bagdad. TSM for Hwy 90 West of downtown Milton.*
- 7) *Agricultural equipment movement on highways*
- 8) *My greatest concern is the four-laning of Hwy 90 through Milton's historical district. This would be a great disaster. We would lose so much. I'm very much in favor of the "southern route", but worry that it hasn't gotten enough press. We must protect our historic resources. Once they are gone they're gone forever. Please, no additional lanes on Hwy 90 through Milton's historical district.*

- 9) *Context sensitive design of transportation improvements adjacent to or impacting historic downtown Milton and the village of Bagdad. Sidewalks are very important. Preservation of Marquis Bayou Bridge during Hwy 90 improvements and use as bike/ped connector between Milton Historic District and Historic Brick Road (State Rd. 1). PD&E study for Hwy 87 include all proposed corridors N-S and E-W to include the southern alternate route south of downtown Milton. The southern alternate route was approved by the Milton City Council in the Milton Community Visioning Plan, and approved by survey vote by Milton residents. Need for additional funding for bicycle/pedestrian safety infrastructure and connectivity. Priority on connectivity between Milton, Bagdad, Gulf Breeze, and Navarre.*
- 10) *No four-lane highway through downtown Milton. Keep the old Marquis Bayou Bridge, keep downtown Milton historical sites and buildings.*
- 11) *East-west high traffic road. South of highway 90 connectivity Bagdad to Pace.*
- 12) *City of Milton desperately needs relief from Hwy 90 traffic going through downtown. I, along with the City Council, prefer an alternate route to the south.*
- 13) *Do not four-lane historic downtown Milton. Please study/look into alternate routes.*
- 14) *Do not want Hwy 90 widened through downtown Milton. Would like to preserve historical structures and the character of the town. Would like to see an alternate southern route for Hwy 90. Would like to preserve the Marquis Bayou Bridge and the new bridge in a historical manner. Would like to add pedestrian and bicycle paths between the Blackwater Bridge and the Marquis Bayou Bridge. Would like to add bicycle and pedestrian paths from Oak Street to the West Florida Railroad Museum.*

Warrington Presbyterian Church -- July 9, 2009

What is your transportation concern?

- 1) *East-West alternate, Blue Angel to Creighton*
- 2) *Hurricane evacuation route Interstate 110 North*
- 3) *Time situation on traffic lights. Told study was from ten years ago*
- 4) *Traffic light(needed) at Gulf Beach Hwy and Sunset or Patton*
- 5) *Pensacola's Airport Blvd should have been extended to Mobile Hwy. 72nd from US 98 should go to the fairgrounds.*
- 6) *Six lanes are too dangerous. Need more roads with less congestion on each. NEED!!! an I-10 exit at 9th Avenue.*

- 7) Road alternate for 98W good if not through park. Bicycles take up whole bike lane. To give them 3' clearance means going into the next lane or oncoming traffic.
- 8) Michigan Avenue and Mobile Hwy westbound right turn lane is less than ½ of what is needed.
- 9) Turn lane arrows/roadbed signs need to be farther toward approaching traffic not covered by cars.
- 10) Sidewalks NEED a grass water recharge area before the street. All roads and sidewalks Need improved storm water runoff controls.
- 11) None of these projects seem to me to be as important or as worthy of funds as stormwater control.

Navarre Community Center – July 13 , 2009

What is your transportation concern?

- 1) Traffic signal updates/upgrades i.e. traffic activated more timely
- 2) Lack of bike/ped lanes and paths. US 98 from Gulf Islands National Seashore eastbound to Okaloosa County line, approximately 20 miles – a separate path where right of way exists. With no interconnectivity US 98 is a deathtrap for vehicles. Even worse for bike/ped.
- 3) Emergency evacuation routes. Severe lack of evacuation route capacity from south to north. East/west is impossible with exception of I-10. Hwy 87 has multiple bottlenecks from Hwy 98 (south) to Alabama line in the north. Traffic is a standstill in City of Milton.
- 4) Hurricane route on 87 to I-65. Concerned that segment from 5 Points in Holley to north of Yellow River has not been worked and apparently is not on plans to finish route from Milton to I-65. I'm also concerned that most of the proposed projects involved do not include South Santa Rosa County.
- 5) Bike path along US 98 from Naval Live Oaks to Mary Esther.

West Florida Regional Planning Council – July 14 , 2009

What is your transportation concern?

- 1) Access for the disabled – sidewalks, bus stops, bus stop signs. Anything concerning ECAT.
- 2) Ped facilities and bike lanes on Lillian Hwy (SR 298) and 65th Avenue in Escambia County.

- 3) Hwy 297A from Pine Forest Road to Hwy 97 (especially from Pine Cone Road to Hwy 97). Lanes are narrow with no shoulders at all to allow room for error by drivers or allow for bike riders (who have died there) or pedestrians the edge of narrow lanes. No lights and patched.
- 4) I don't think the expansion of roadways (4 lanes to 6 lanes, etc.) addresses the real issues associated with traffic and /or congestion. Funding should be used to support bikes, walking, carpooling, etc. Funding should also be available for the paving of dirt roads.
- 5) SR 290 acquisition of right of way for a four-lane facility with drainage improvements.
- 6) Enhancement project – Patricia needs sidewalks on both sides from Mobile to Marlane.
- 7) On July 10, 2009 I rode three different buses. I had a great ride on 42. I went to ECAT and transferred to 2 (W). I walked to A&E Pharmacy. I then read the (ECAT) Ride Guide which states that the 2 (E) will pick up at Mobile Hwy and New Warrington Road at 45 minutes after the hour. The 2 (W) did show up at 44 after the hour across the street from K-Mart (which has a shelter). I called ECAT and was told I would have to go across the street for another hour. I was told that the bus would not stop in front of K-Mart (east side). I then walked to Citrus Street and called my husband and friend.

Talbot Chapel AME Zion Church – July 16, 2009

No comments were collected

**It's YOUR
money! How do
you want it
spent?**

Get Involved!
Plan to come to one of these meetings in July!

DEFUNIAK SPRINGS CIVIC CENTER
361 N. 10TH STREET JULY 20 5:30 P.M.

DESTINY WORSHIP CENTER
122 POINCIANA BLVD MIRAMAR BEACH JULY 21 10:30 A.M.

FORT WALTON BEACH LIBRARY
185 MIRACLE STRIP PARKWAY SE JULY 21 5:30 P.M.

CRESTVIEW CHAMBER OF COMMERCE
1447 COMMERCE DRIVE JULY 23 1:00 P.M.

NICEVILLE COMMUNITY CENTER
204 N. PARTIN DRIVE JULY 23 5:30 P.M.

See Map on Back

**Okaloosa-Walton
Transportation Planning
Organization**

OWTPO

Your Local TPO...
Keeping You on the GO!!!

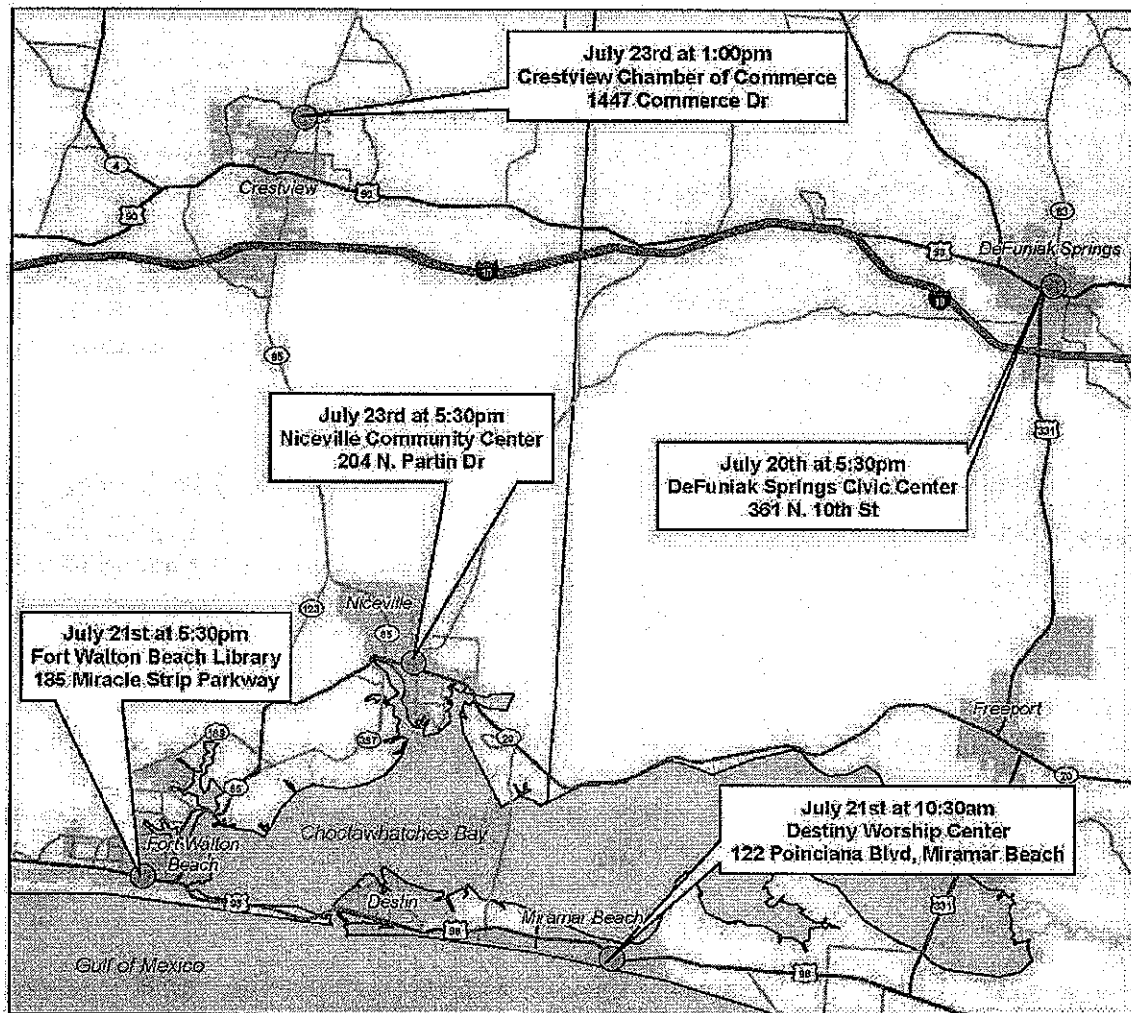
Coming In July 2009!

The Okaloosa-Walton TPO would like your help
in setting the Transportation Project Priorities
for your area.

- ◆ Learn how transportation projects happen!
- ◆ Participate in the decision-making process!
- ◆ Make a difference in your community!

For special accommodations or for more
information contact Rhonda Grice
at (800) 226-8914 ext. 214
or visit our website:
<http://www.wfrpc.org/okaloosa-walton-transportation-planning-organization>





The Okaloosa-Walton TPO Adheres to Title VI of the Civil Rights Act. Title VI, Executive Order 12898, and the US DOT Order on Environmental Justice ensures protection from discrimination on the basis of race, color, national origin, age, sex, disability or level of income. Staff will make reasonable accommodations for access to these meetings in accordance with the Americans With Disabilities Act. Please provide 48 hours notice. Contact Rhonda Grice at (800) 226-8914 extension 214 for assistance.



The Okaloosa-Walton TPO is staffed by the West Florida Regional Planning Council...Planning for the Future.

Summary of Public Input from the July 2009 Project Priorities Workshops

This year TPO Staff held five public workshops across the TPO planning area. The workshops were conducted to gather input on the priority of projects. TPO Staff presented a short PowerPoint presentation and then directed attendees to five display stations. There was a station for Capacity projects, Strategic Intermodal System (SIS) Projects, Bicycle/Pedestrian projects, Transportation System Management (TSM) projects, and Enhancement Program projects. At each of these stations a chart of the draft priorities, along with a map of the projects, was on display. The workshop attendees were provided five sets of stickers numbered one, two, and three and then they were directed to label their top priorities at each station. The input was tabulated using a system of weighting the numbered dots and then averaging the total point value, with the highest score being the most popular and the lowest score being the least popular. The total scores are listed in the last column of each table; the project top three favorite projects in each table have been highlighted in green, yellow, and red, respectively.

The attendees were also provided Idea Cards so they could express concern over other issues not addressed with the projects already depicted. The comments collected have been included at the end of this document.

BICYCLE/PEDESTRIAN PROJECTS													
PROJECT DESCRIPTION	DeFuniak		Miramar Beach		Ft. Walton Beach		Crestview		Niceville		TOTALS		TOTAL WEIGHTED POINTS
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	
Valparaiso Bicycle/Pedestrian Sidewalks	0	0	1	3	0	0	0	0			1	3	3.00
Fill in the gaps in the sidewalks on Wright Pkwy (on both sides of the road)	0	0	1	1	3	6	1	1			5	8	1.60
Twelfth Ave Sidewalks (from Eglin Pkwy to 12th St)	3	4	0	0	0	0	0	0			3	4	1.33
Brooks Bridge Walkway (Separate walkway on northeast side from Brooks Bridge west side to Brooks Bridge east side)	4	10	0	0	3	8	1	2			8	20	2.50
Mooney Road and Lewis Turner Blvd Crosswalks (also including pedestrian actuated signals and striping at all three corners)	0	0	1	2	1	2	2	4			4	8	2.00
Aplin Road Sidewalk (from SR85 to Rayburn Street)	0	0	0	0	0	0	1	2			1	2	0.60
North Avenue Sidewalk (from Anderson St to Medley Dr)	0	0	0	0	0	0	1	1			1	1	1.00
Long Drive Sidewalk (from SR85 to Bent Creek Rd)	0	0	0	0	0	0	1	1			1	1	1.00
Rocky Bayou Drive Extension Sidewalk (from Forrest Rd to Huntington Rd)	0	0	0	0	1	1	0	0			1	1	1.00
Antioch Rd Sidewalk (from Garret Pit Rd to Eglin Dr)	0	0	0	0	1	1	3	7			4	8	2.00
I-10 Pedestrian Overpass (at Antioch Rd)	4	6	0	0	0	0	3	8			7	14	0.00
TOTAL DOTS COLLECTED	11		3		9		13		0		36		

Summary of Public Comments

DeFuniak Springs Civic Center July 20 , 2009

What is your transportation concern?

- 1) *Bicycle path around Lake DeFuniak and out into Euchee Valley (280?)*
- 2) *331*

Destiny Worship Center July 21, 2009

What is your transportation concern?

- 1) *Add new column to the matrix on each project board to highlight what the improvement is supposed to do (Desired Effect/Community Effect).*

Fort Walton Beach Library – July 21 , 2009

What is your transportation concern?

- 1) *The four-laning of SR 123*

Crestview Chamber of Commerce – July 23 , 2009

What is your transportation concern?

- 1) *Six-laning ~~SR 85~~ from SR 123 to US90 or alternative projects resulting in similar capacity improvements*
- 2) *State Road 85 South of Interstate 10 traveling beyond to State Road 123. My concern is for easing traffic and flow for this roadway due to explosion of population of Crestview and the addition of vehicles by Army and Air Force personnel and their dependents. SR 85 has been a source of concern for the county and city and solutions would be welcomed by the City Council and the people of Crestview.*
- 3) *We need traffic congestion relief on Hwy 85 south in Crestview, east. North of hospital at 85 to far beyond 85 South. Western North/South connector road from S. Bridge up to Hwy 90.*

Niceville Community Center – July 23 , 2009

What is your transportation concern?

- 1) *Need a sign on I-10 and 285 saying "no diesel fuel available at exit (truck stop available)"*

**It's YOUR
money! How do
you want it
spent?**

Get Involved!

Plan to come to one of these meetings in July!

MEXICO BEACH CIVIC CENTER

105 N. 31ST STREET JULY 28 10:30 A.M.

PANAMA CITY BEACH CHAMBER OF COMMERCE

309 BECKRICH ROAD JULY 28 3:00 P.M.

PANAMA CITY CITY HALL

9 HARRISON AVENUE JULY 29 10:30 A.M.

LYNN HAVEN CITY HALL

825 OHIO AVENUE JULY 29 5:30 P.M.

See Map on Back

**Bay
County TPO**

Your Local TPO...

Keeping You on the GO!!!

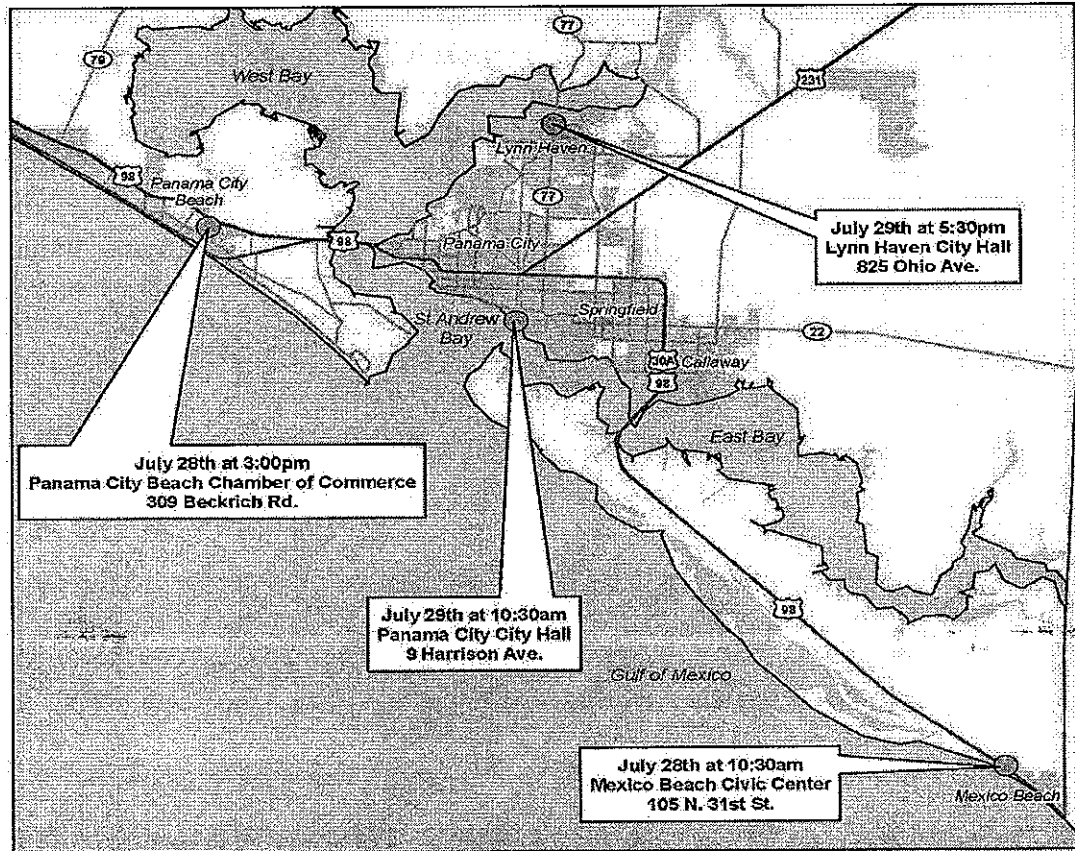
Coming In July 2009!

The Bay County TPO would like your help in setting the Transportation Project Priorities for your area.

- ◆ Learn how transportation projects happen!
- ◆ Participate in the decision-making process!
- ◆ Make a difference in your community!

For special accommodations or for more information contact Rhonda Grice at (800) 226-8914 ext. 214 or visit our website:
<http://www.wfrpc.org/bay-county-transportation-planning-organization>





The Bay County TPO Adheres to Title VI of the Civil Rights Act. Title VI, Executive Order 12898, and the US DOT Order on Environmental Justice ensures protection from discrimination on the basis of race, color, national origin, age, sex, disability or level of income. Staff will make reasonable accommodations for access to these meetings in accordance with the Americans With Disabilities Act. Please provide 48 hours notice. Contact Rhonda Grice at (800) 226-8914 extension 214 for assistance.



The Bay County TPO is staffed by the West Florida Regional Planning Council.....Planning for the Future.

Summary of Public Input from the July 2009 Project Priorities Workshops

This year TPO Staff held four public workshops across the TPO planning area. The workshops were conducted to gather input on the priority of projects. TPO Staff presented a short PowerPoint presentation and then directed attendees to five display stations. There was a station for Capacity projects, Strategic Intermodal System (SIS) Projects, Bicycle/Pedestrian projects, Transportation System Management (TSM) projects, and Enhancement Program projects. At each of these stations a chart of the draft priorities, along with a map of the projects, was on display. The workshop attendees were provided five sets of stickers numbered one, two, and three and then they were directed to label their top priorities at each station. The input was tabulated using a system of weighting the numbered dots and then averaging the total point value, with the highest score being the most popular and the lowest score being the least popular. The total scores are listed in the last column of each table; the project top three favorite projects in each table have been highlighted in green, yellow, and red, respectively. The attendees were also provided Idea Cards so they could express concern over other issues not addressed with the projects already depicted. The comments collected have been included at the end of this document.

CAPACITY PROJECTS												
PROJECT DESCRIPTION	Mexico Beach		Panama City Beach		Panama City City Hall		Lynn Haven		TOTALS		TOTAL WEIGHTED POINTS	
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots		
Bicycle and Pedestrian Projects (\$800,000 Annually)	1	2	4	10	3	7	8	24	16	43	2.6875	
Intelligent Transportation System Improvements (\$450,000 Annually)	1	3	3	5	6	14	1	2	11	24	2.18	
Public Transportation Projects – Capitol for Preventative Maintenance (\$150,000 Annually)	0	0	1	1	6	11	0	0	7	12	1.71	
Expand SR22 to four lanes from Tyndall Pkwy to Star Ave	0	0	1	1	2	5	2	4	5	10	2.00	
Expand Grand Lagoon to four lanes from North Lagoon Dr to Bristol	0	0	2	5	1	3	0	0	3	8		
Expand East Ave to four lanes from Baldwin to Sherman	0	0	0	0	5	10	3	6	8	16	2.00	
Capacity Improvements on CR389 from SR77 to Baldwin	0	0	0	0	3	6	2	3	5	9	1.80	
Construct US 98 Thomas Dr Interchange (Phase II)	1	1	1	2	1	1	0	0	3	4	1.33	
Construct US 98 Thomas Dr Interchange (Phase III)	0	0	0	0	0	0	0	0	0	0	0.00	
Capacity Improvements on SR22 from Transmitter to Tyndall Pkwy	0	0	0	0	1	3	1	3	2	6	3.00	
Capacity Improvements on SR22 from Business 98 to Transmitter	0	0	0	0	1	3	0	0	1	3	3.00	
Capacity Improvements on CR389 from Sherman to 11th St	0	0	0	0	0	0	0	0	0	0	0.00	
Capacity Improvements on Business 98 from Cherry to Tyndall Pkwy	0	0	0	0	1	2	1	1	2	3	1.50	
Capacity Improvements on 11th St from Lisenby to Harrison	0	0	0	0	3	5	2	2	5	7	1.40	
Capacity Improvements on 11th St from Harrison to SR77	0	0	0	0	2	3	2	6	4	9	2.25	
Capacity Improvements on 11th St from East to Transmitter	0	0	0	0	1	2	0	0	1	2	2.00	
Capacity Improvements on 11th St from SR77 to East	0	0	0	0	1	2	0	0	1	2	2.00	
TOTAL DOTS COLLECTED	3		12		37		22		74			

STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS											
PROJECT DESCRIPTION	Mexico Beach		Panama City Beach		Panama City City Hall		Lynn Haven		TOTALS		TOTAL WEIGHTED POINTS
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	
US98 at 23rd St Interchange Phase I	0	0	3	9	6	16	6	8	15	33	2.20
US98 at 23rd St Interchange Phase II	0	0	3	6	6	11	2	4	11	21	1.91
Expand SR390/St. Andrews Blvd to six lanes from 23rd St to Airport Dr	0	0	1	1	5	9	8	20	14	30	2.14
Expand SR390/St. Andrews Blvd to six lanes from Airport Dr to Jenks Ave	0	0	1	1	5	9	7	16	13	26	2.00
TOTAL DOTS COLLECTED	0		8		22		23		53		

BICYCLE/PEDESTRIAN PROJECTS											
PROJECT DESCRIPTION	Mexico Beach		Panama City Beach		Panama City City Hall		Lynn Haven		TOTALS		TOTAL WEIGHTED POINTS
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	
Thomas Drive Sidewalks & Bike Lanes Ph. I (from US98 to Patronis Elementary School)	1	2	2	6	6	17	5	9	14	34	2.43
Thomas Drive Sidewalks & Bike Lanes Ph. II (from Patronis Elementary School to North Lagoon Dr)	1	3	2	4	7	13	6	10	16	30	1.50
Thomas Drive Sidewalks & Bike Lanes Ph. III (from North Lagoon Dr to Bristol)	0	0	2	2	6	6	3	5	11	13	1.18
11th Street Bike Lanes (from Beck Ave to Everitt Ave)	1	1			5	14	7	16	13	31	2.38
TOTAL DOTS COLLECTED	3		6		24		21		54		
** Hwy 79 (98 to Power Line Road)			2	3					2	3	1.50
** Write in "Vote" from PC Beach											

Transportation System Management (TSM) Projects												
INTERSECTION	Mexico Beach		Panama City Beach		Panama City Hall		Lynn Haven		TOTALS		TOTAL WEIGHTED POINTS	
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots		
Intelligent Transportation System (ITS) Improvements (\$450,000 Annually)	1	1	4	9	6	17	6	11	17	38	2.24	
US98 Corridor Management Improvement Projects (construction of turn lanes and median modifications)	1	3	4	10	8	14	5	13	18	40	2.22	
Internally Illuminated Street Sign at Major Intersections	1	2	4	5	6	12	4	10	15	29	1.93	
Intersection Improvements at SR30 and CR2337/Sherman Ave (Improve radii, construct east bound left turn lane with 100 feet of storage)	0	0	0	0	5	12	4	6	9	18	2.00	
TOTAL DOTS COLLECTED	3		12		25		19		59			
** Trolleys					3	7			3	7	2.33	
** Write in 'Vote' From Panama City City Hall												

ENHANCEMENT PROJECTS												
PROJECT DESCRIPTION	Mexico Beach		Panama City Beach		Panama City City Hall		Lynn Haven		TOTALS		TOTAL WEIGHTED POINTS	
	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots	Number of Dots	Value of Dots		
SR77 Sidewalks from Baldwin Rd to Mowat School Rd	0	0	1	3	4	12	7	19	12	34	2.83	
SR77 Sidewalks from 2 blocks South of Mosley to 18th St	0	0	1	2	4	8	5	10	10	20	2.00	
Everitt Ave Sidewalk from 11th St to 15th St	0	0	0	0	0	0	2	3	2	3	1.50	
SR22 Sidewalks from Bob Little Rd to Star Ave	0	0	0	0	4	6	3	6	7	12	1.71	
Magnolia Beach Rd/Delwood Beach Rd Path from Thomas Dr to end of Road	0	0	2	3	6	11	1	1	9	15	1.67	
11th St Widening and Sidewalk from Sherman Ave to Transmitter Rd	0	0	1	3	5	13	2	5	8	21	2.63	
US98/Tyndall Pkwy Sidewalks from North of Callaway City Limits to SR22	0	0	2	3	4	4	1	1	7	8	1.14	
Star Ave Sidewalks from Cherry St to SR22	0	0	1	1	0	0	1	3	2	4	2.00	
Seventh St Sidewalk/Bicycle Path from Bob Little Rd to Tyndall Pkwy	0	0	0	0	0	0	1	1	1	1	1.00	
Wildwood Rd Sidewalk from US98 to Big Daddy Dr	0	0	0	0	3	6	1	1	4	7	1.75	
Bob Little Road Sidewalk/Bicycle Path from SR22 to 7th St	0	0	0	0	1	1	2	3	3	4	1.33	
Hwy 98 Multi-Use Path/Sidewalk from Canal to 12th St	0	0	0	0	0	0	2	2	2	2	1.00	
TOTAL DOTS COLLECTED	0		8		31		28		67			

Summary of Public Comments

Mexico Beach Civic Center July 28 , 2009

What is your transportation concern?

- 1) *Sidewalk along US98, sidewalk along 15th Street to CR 386, Gulf Coast Parkway, Gulf to Bay Highway, *Trolley service to Mexico Beach*
- 2) *Do not fund sidewalks from 5th Street east to Hwy 386 on north side of US Hwy 98.*

Panama City Beach Chamber of Commerce July 28 , 2009

What is your transportation concern?

- 1) *Difficulty entering Back Beach Road from Clara Avenue and Moylan Road and Cauley*
- 2) *Need to add segment 5 of SR79 Multi-modal path to the proposed Transportation Plan. Segment 5 will complete the path from divided four lane north to the power line. This segment should include a landscape component.*
- 3) *The Panama City Beach Fire Department needs an emergence traffic light (located at PCB Parkway (98) just west of Hwy 79. This request is due to the increase in traffic in front of our main station and the great problem that we have trying to leave our fire station for an emergency incident! We need this emergency signal light to better control the heavy volume of traffic and help protect our local firefighters from being involved in a traffic accident.*

Panama City City Hall July 29, 2009

What is your transportation concern?

- 1) *Please explain Intelligent Transportation System a little better. Please discuss which plans specifically address the needs of the handicapped.*
- 2) *To go where I need to go and save!*
- 3) *Trips on Hwy 390 as a result of airport redevelopment, functionality of Hwy 77/231/98 interchange, better transit service*
- 4) *That minorities are afforded the opportunity to participate in the transportation decision-making process*
- 5) *Traffic Signals – The crosswalk signal at 23rd/Frankford Ave operates 24/7 without pedestrians and is very frustrating and a waste of resources, lights should go to yellow/red blinking after 9:30 p.m. to 6:00 a.m., coordinate signals to an intelligent transportation system to improve efficiency.*
- 6) *West 9th Street – road surface has potholes, poor repairs and public safety needs. Two crashes at 100+ mph within 6 months. There are no speed bumps, roundabouts, or speed deterrents with four parks, an elementary school, and many children. There are no sidewalks or bike lanes on the north side of the road.*

- 7) *Trolley service – congratulations on the past improvements. Well done. But we need more trolleys, shelters, benches. Two trolleys per line could decrease wait, increase usability, and provide more reliability for customers.*
- 8) *COMPLIMENTS! Excellent improvements to the trolley, increased improvements in traffic regulation (Panama City Police Department, Bay County Sheriff's Office), roundabouts are great and need many, many more, public meetings are a great source of information*
- 9) *Get rid of medians on Martin Luther Blvd, get rid of median beside Lynn Haven Post Office.*

Lynn Haven City Hall July 29 , 2009

What is your transportation concern?

- 1) *Would like to see bike lanes on State Avenue between Baldwin Road and SR 390, 26th Street extended from East Avenue to Jenks Avenue, SR 390 4-laned, and a rail to trail in Lynn Haven.*
- 2) *Maintenance of trolley, accountability of funds!!!*
- 3) *Keeping our good trolley drivers*
- 4) *Transportation System Management – improvement of traffic flow and improved safety at intersection of CR2321 and Hwy 231. By adding a (no impact) light synchronized with Hwy 390/Hwy 231 light. Use same timing system. Only requires addition of lights, no road modification, no additional time required.*
- 5) *Thank you for bringing this meeting to Lynn Haven! We need safe trails for biking and hiking in our area. #7 on your Capacity Improvements list should be two sections. 389 from traffic light @390 to Baldwin Road needs attention. The section from 77 to 390 traffic light is ok.*
- 6) *Concerned about the lack of minority participation at this meeting in Lynn Haven.*
- 7) *#77 to intersection of #390 should not be a section. Second section should be #389 to Baldwin – Needs attention (Staff received this as a write-in comment in the voting line for the CR389 Capacity Improvements from SR77 to Baldwin)*

Public Participation Assessment Staff Meeting August 28, 2009

TPO Staff Meeting – Public Participation Assessment
August 28, 2009

On August 28, 2009 TPO staff met to assess the Project Priorities workshops held in July. What worked, what did not, and suggestions for next year were discussed. General public involvement strategies were also reviewed.

The following is a summary of the meeting:

Staff agreed that the workshops were an overall success and were much more than has ever been done in the past. Everyone agreed that the casual and interactive format of the workshops was good and that evening workshops tended to produce a better turnout than those held during the day. It was also noted that representatives from the Federal Highway Administration and some TPO members were very complimentary of the effort.

Staff learned that there is great diversity across the large region it covers and realizes that it is necessary to be very proactive in familiarizing itself with each of these communities. This remains the most challenging element of the Public Involvement effort due to limited resources and staff.

Suggestions for next year included having fewer workshops, but having all, if possible, in the evening, encouraging more participation by the TPO members, having earlier coordination with the media, and soliciting food and beverage donations. Clearer data tabulation was also discussed. It was noted that one of the Bay County workshops should be held in Callaway because Callaway officials are very interested in hosting one. It was noted that an ADA checklist should be consulted to ensure that all meeting locations meet Americans with Disabilities Act standards.

Staff addressed the following question:

How can we obtain comments from people who cannot attend a workshop?

- Use website
- Send material home with other participants
- Visit churches
- Social organizations
- Neighborhood walkabout
- Community profiles
- Senior citizen centers
- Find a waiting (captive) audience
 - ✓ Doctors office
 - ✓ Unemployment office
 - ✓ High schools
 - ✓ Tag offices
 - ✓ Laundromats
 - ✓ "Field trip" on public transportation routes

Public Participation Process Database Entries
*The following entries include public inquiries regarding
transportation issues.*

Public Participation Process - Public Contacts Report

All TPO's

Contact Type	Consultant	Category
Request Date	7/8/2009	Transportation Studies
Request	direction to traffic count contacts within the counties and cities we serve.	
Action Date	7/8/2009	
Action	Staff gave contacts for transportation planning information for all 5 counties.	

Bay County TPO

Contact Type	Citizen	Category
Request Date	7/28/2009	Bicycle/Ped Program
Request	Sidewalk along US 98, and a sidewalk along 15th Street to CR 386, Concerned about Gulf Coast parkway, and Gulf to Bay Highway	
Action Date	7/28/2009	
Action	Staff informed Ms. Logan that her concerns would be documented and presented to the TPO in August.	

Contact Type	Citizen	Category
Request Date	7/29/2009	Transportation Studies
Request	Get rid of medians on Martin Luther Blvd and beside the Lynn Haven Post Office	
Action Date	7/29/2009	
Action	Mr. Akins was informed that his comments would be documented and presented to the TPO in August. He was also solicited for CAC membership, his application was approved in September.	

Contact Type	Citizen	Category	Bicycle/Ped Program
Request Date	7/29/2009		
Request	1. Traffic Signals 2. The crosswalk signal at 23rd and Frankfort operates 24/7 without peds and is very frustrating and waste of resources. 3. Lights should go to yellow / red blinking after 9:30 Pm - 6:00 AM. 4. Coordinate signals to an intelligent system to improve efficiency. 5. West 19th Street- road surface has potholes and poor repairs, public safety issue. 6. 2 Crashes on 19th St at 100 plus miles an hour- there are no speed bumps roundabouts or speed deterrents with 4 parks and an elementary school and many children. 7. No sidewalk on the north side of West 19th St. 8. Trolley Service- Congradulations on the past improvements, well done, but we need more trolleys, shelters, benches, perhaps 2 trolleys per line could decrease wait, increase accessability and realliability for customers. 9. Public Meetings are a great source of information.		
Action Date	7/29/2009		
Action	Staff informed Mr. Kundo that his comments would be documented and presented to the TPO in August, he was also solicited for the CAC, his application was approved in September.		
Contact Type	Out of County	Category	Minority Opportunities
Request Date	7/29/2009		
Request	Please insure that minorities are afforded the opportunities to participate in the transportation decision making process.		
Action Date	7/29/2009		
Action	Staff informed Ms. Jackson that her comments would be documented and presented to the TPO in August.		
Contact Type	Citizen	Category	Transit
Request Date	7/29/2009		
Request	Trips on Hwy 390 as a result of airport redevelopment and functionality of Hwy 77 / 231 / 98 Interchange. Better transit service.		
Action Date	7/29/2009		
Action	Staff informed Ms. Mills that her comments would be documented and presented to the TPO in August. Ms. Mills was also given information and an application to join the CAC.		

<i>Contact Type</i>	<i>Municipalities</i>	<i>Category</i>	<i>Safety</i>
<i>Request Date</i>	7/28/2009		
<i>Request</i>	The Panama City Beach Fire Department needs an Emergency Traffic Light (Located at PCB Pkwy (98) Just west of Hwy 79). This request is due to the increase in traffic in front of our main fire station and the great problem of that we have trying to leave our fire station for an emergency incident! We need emergency signal light to better control the heavy volume of traffic and help protect our local firefighters from being involved in a traffic accident!		
<i>Action Date</i>	7/28/2009		
<i>Action</i>	Staff informed Mr. Cocco that his comments would be documented and presented to the TPO, and also forwarded to the local community traffic safety team.		

<i>Contact Type</i>	<i>Municipalities</i>	<i>Category</i>	<i>Bicycle/Ped Program</i>
<i>Request Date</i>	7/29/2009		
<i>Request</i>	Would like to see bike lanes on State Ave between Baldwin Rd and SR 390.		
	Would like to see 26 st extend from East Ave to Jenks Ave		
	SR 390 4 lanes, Rail to Trail in Lynn Haven		
<i>Action Date</i>	7/29/2009		
<i>Action</i>	Staff informed My. Bryant that his comments would be documented and presented to the TPO in August.		

<i>Contact Type</i>	<i>Citizen</i>	<i>Category</i>	<i>Transportation Studies</i>
<i>Request Date</i>	7/28/2009		
<i>Request</i>	Difficult to enter Back Beach Road from Clara Avenue, Moylan Rd and Cauley		
<i>Action Date</i>	7/28/2009		
<i>Action</i>	Staff informed Mr. Avery that his comments would be documented and presented to the TPO in August.		

<i>Contact Type</i>	<i>Citizen</i>	<i>Category</i>	<i>Bicycle/Ped Program</i>
<i>Request Date</i>	7/28/2009		
<i>Request</i>	Do Not Fund Sidewalks from 5th St East to Hwy 386 on North Side of US 98.		
<i>Action Date</i>	7/28/2009		
<i>Action</i>	Staff informed Mr. Hamilton that his comments would be documented and presented tot the TPO in August. Staff also directed Mr. Hamilton the TPO BPAC meeting.		

Contact Type Category Public Involvement

Request Date 7/21/2009

Request Ms. Avery called to request information about the Project Priorities Workshops.

Action Date 7/21/2009

Action Staff provided meeting dates, times and locations for Ms. Avery.

Contact Type Citizen Category railroad

Request Date 7/21/2009

Request Requested Information about Amtrak Service

Action Date 7/21/2009

Action Staff provided Ms. Lecher with Information about Amtrak Service "Sunset Limited", reinstatement possible in NW Florida, and contact information to Congressman Boyd to voice her support.

Contact Type Citizen Category Public Involvement

Request Date 9/10/2009

Request Citizen called to provide staff with updated contact information, ie email address.

Action Date 9/10/2009

Action Staff updated contact information for Ms. Green.

Contact Type Citizen Category Public Involvement

Request Date 9/11/2009

Request Citizen called with question about the duration of road closure on Hwy 98 in Panama City.

Action Date 9/11/2009

Action Staff provided posted dates of closure.

Contact Type	Citizen	Category	Transit
Request Date	9/30/2009		
Request	Citizen complaint was forwarded to staff. Complaint concerned trips provided by Bay Area Transportation on weekends and special occasions that you thought might be illegal. You wanted to know if this activity was sanctioned by Tri County Community Council or if the general manager was providing these trips without the knowledge of Tri County Community Council management.		
Action Date	9/30/2009		
Action	Staff responded by sending an email that directed Mr. Anderson to the steps to lodge a grievance.		
Contact Type	Consultant	Category	Bicycle/Ped Program
Request Date	7/28/2009		
Request	Need to add Segment 5 of SR 79 multi-modal path to the proposed transportation plan. Segment 5 will complete the path from divided four lane north to the Power Line. This segment should include a landscape component.		
Action Date	7/28/2009		
Action	Staff informed Mr. Martin that his comment would be documented and presented to the TPO in August.		
Contact Type	Citizen	Category	Traffic Signalization
Request Date	7/29/2009		
Request	Transportation System Management Improvement of Traffic Flow and improved safety at intersection of CR 2321 and Hwy 231; by adding a (no impact) light synchronized with Hwy 390 and Hwy 231 Lights, use same timing system; only requires addition of light, no road modification, no additional time required...		
Action Date	7/29/2009		
Action	Staff accepted Mr. Jermyn's folder with information about his concern for this specific intersection. Information was forwarded to congestion management, Brian Youpatoff.		
Contact Type	Citizen	Category	Bicycle/Ped Program
Request Date	7/29/2009		
Request	Thank you for bringing this meeting to Lynn Haven! We need safe trails for biking.		
Action Date	7/29/2009		
Action	Staff informed Ms. Walker that her comments would be documented and presented to the TPO in August.		

Contact Type Citizen **Category** Bicycle/Ped Program

Request Date 7/29/2009

Request My concern is the walkign paths or sidewalks in St. Andrews.

Action Date 7/29/2009

Action Staff informed Mr. Green that his comments would be documented and presented to the TPO in August. His concerns were also forwarded to FDOT.

Contact Type Citizen **Category** Bicycle/Ped Program

Request Date 7/29/2009

Request Concerned with sidewalks in St. Andrews Area

Action Date 7/29/2009

Action Staff informed Mr. Green that his comments would be documented and presented to the TPO in August, his concerns were also forwarded to FDOT.

Contact Type Citizen **Category** bicycle/Ped Program

Request Date 7/29/2009

Request Concerned about sidewalsk and the maintaninence of such.

Action Date 7/29/2009

Action Staff informed Ms. Green that her comments would be documented and presented to the TPO in August, her concerns were also forwarded to FDOT.

Contact Type Citizen **Category** Bicycle/Ped Program

Request Date 7/29/2009

Request Concerned about the safety of area sidewalks.

Action Date 7/29/2009

Action Staff informed Mrs. Green that her comments would be documented and presented to the TPO in August, her concerns were also forwarded to FDOT.

<i>Contact Type</i>	<i>Business</i>	<i>Category</i>	<i>Transit</i>
<i>Request Date</i>	8/27/2009		
<i>Request</i>	Received a telephone call regarding Medicaid transportation to a day treatment program. The CTC says they can't take any more Medicaid patients. After determining that some are straight Medicaid patients and the service is paid for by Medicaid, those patients should be provided transportation.		
<i>Action Date</i>	8/27/2009		
<i>Action</i>	Staff told her there might be a specific reason the CTC won't provide transportation, but in general they can't deny Medicaid transportation. She will call Vince again, then try Anita Foxworth is she is unable to resolve the problem. Staff gave her Mike Jones name at Agency for Health Care Administration as an additional resource.		
<i>Contact Type</i>	<i>Health Department</i>	<i>Category</i>	<i>Public Involvement</i>
<i>Request Date</i>	8/24/2009		
<i>Request</i>	Requested information about upcoming TPO meetings times and locations		
<i>Action Date</i>	8/24/2009		
<i>Action</i>	Staff provided Ms. Matthews with the meeting dates, times and locations.		
<i>Contact Type</i>	<i>Citizen</i>	<i>Category</i>	<i>Transit</i>
<i>Request Date</i>	7/29/2009		
<i>Request</i>	Keep our good trolley drivers		
<i>Action Date</i>	7/29/2009		
<i>Action</i>	Provided contact information for Bay Town Trolley		

Florida-Alabama TPO

<i>Contact Type</i>	<i>Citizen</i>	<i>Category</i>	<i>Public Involvement</i>
<i>Request Date</i>	9/25/2009		
<i>Request</i>	Citizen called to make sure we had her contact information, she does not have email and wanted an agenda mailed to her.		
<i>Action Date</i>	9/25/2009		
<i>Action</i>	Staff provided meeting time, date and location and an assurance that an agenda would be mailed to her.		

Contact Type	Citizen	Category	Capacity Improvements
Request Date	9/8/2009		
Request	<p>1) May I please have an e-copy of both FL-AL TPO BPAC and CAC bylaws?</p> <p>2) May I please have the FDOT CAC member's contact info, Mr George Holland.</p> <p>I have a few question wrt I-110, and Pensacola's hurricane egress route north to I-65. Would be great to have I-110 extended to UWF (especially for the downtown/SBDC and CMP campuses connection). Would be even better for less congested evacuation if I-110 (or call it I-265, since 165 is in Mobile) were extended to I-65. Other benefits: quicker/more direct commercial delivery of goods btwn Pensacola and Birmingham, Montgomery, Atlanta; also more direct tourism route for spring breakers and one day's drive beach goers; and even for business commutes. No more squigly route through the low key/quite streets of Cantonment, Century, and Flomington. They don't get any passer through business anyway, just the speeding hazards and fines.</p>		
Action Date	9/9/2009		
Action	Staff responded to email and attached the by-laws for the TPO (includes all committees) and George Holland's contact info.		
Contact Type	Citizen	Category	Public Involvement
Request Date	7/8/2009		
Request	<p>Bicycle / pedestrian sidewalk between Milton and bagdad via Canal and Henry Streets for safety of residents and visitors.</p> <p>Save historic downtown Milton and old WPA Bridge over Marquis basin when extending Hwy 90 use north or south route rather than through downtown. Old bridge is a historic treasure - good for walking and bicycles</p>		
Action Date			
Action			
Contact Type	Citizen	Category	Public Involvement
Request Date	9/28/2009		
Request	Citizen called to request information about resurfacing of W St to Scott St.		
Action Date	9/28/2009		
Action	Staff directed Ms. Randerson to Escambia County and the City of Pensacola as this was a local project.		

Contact Type	Citizen	Category	New Stop signs
Request Date	8/13/2009		
Request	a lot of well-informed intelligent people are complaining left and right about the two new all-way stop signs on 12th avenue. Barcia and Maxwell are now all-way stops. Lotsa folks want to know why the stop signs were added. Do you know how the projects came to be?		
Action Date	8/13/2009		
Action	Staff forwarded this information to the City of Pensacola and provided contact information to the citizen.		
Contact Type	Citizen	Category	Public Involvement
Request Date	9/21/2009		
Request	Requested census population data for two specific ranges.		
Action Date	9/21/2009		
Action	Staff informed Ms. Heigle that we do not have this information.		
Contact Type	Citizen	Category	Bicycle/Ped Program
Request Date	9/22/2009		
Request	Citizen called and left these question on staff voicemail: 1. When will the Bicycle/Pedestrian Plan be completed? 2. What is the funding potential for the Bagdad projects? 3. Who are the Bagdad members on the Florida-Alabama TPO BPAC?		
Action Date	9/22/2009		
Action	Staff emailed with these responses: 1. - September 2010 is the anticipated completion date for the Bicycle/Pedestrian Plan 2. - The priorities lists mentioned above are the order for funding projects determined by the TPO 3. - Gloria Cook is a member and is with the Blackwater River Foundation Inc.		
Contact Type	Consultant	Category	Public Involvement
Request Date	9/8/2009		
Request	requested an agenda for Florida-Alabama TPO meeting.		
Action Date	9/8/2009		
Action	Staff provided a link to the website.		

Contact Type Citizen **Category** Transit

Request Date 9/24/2009

Request Citizen emailed with a request for transportation.

Action Date 9/24/2009

Action Staff replied that there isn't anything they can do about this situation.

Contact Type Academic **Category** Public Involvement

Request Date 7/8/2009

Request There needs to be more transportation opportunities for students going to community colleges and universities. When prospective students are making decisions as to which school they want to go to, transportation ranks high on the list of pros and cons. Please take into consideration that higher education plays a big part in every community.

Action Date

Action

Contact Type Citizen **Category** Public Involvement

Request Date 7/8/2009

Request Develop Hwy 90 alternate route through Milton to preserve 2 lane through Milton with old bridge. Preserve the old Bayou Marquis Bridge (WPA) Improve hwy 90 flow from Milton to Pensacola

Action Date

Action

Contact Type Citizen **Category** Transportation Studies

Request Date 7/9/2009

Request Mrs. Bennett feels that Airport Boulevard should have been extended to Mobile Hwy, and that Hwy 72 from US 98 should go to the Fairgrounds. Mrs Bennett is very concerned with stormwater collection, sidewalks areas and grass water recharging, turn lane information needs to be further down the street so that motorists have a longer time to observe. The Michigan Avenue and Mobile Highway, West Bound Right Turn Lane is less than half of what is truly needed of that location. Need a good alternate to West Bound US 98, but not through the park, need wider bike lanes, 6 laning of any road is too dangerous, need more roads, less congestion on each, she also noted that she thinks an exit from I-10 to 9th Avenue is needed.

Action Date 7/9/2009

Action Staff informed Mrs. Bennett of the TPO CAC and invited her to join or come give a presentation.

<i>Contact Type</i>	<i>Citizen</i>	<i>Category</i>	<i>Transit</i>
<i>Request Date</i>	9/22/2009		
<i>Request</i>	Telephone call from Mr. Phillip Mullin regarding transportation for himself and his wife. They lived in Pensacola prior to hurricane Ivan and have recently moved back to Pensacola. They are both disabled and want to know what is available in Pensacola. They were referred by First Call for Help.		
<i>Action Date</i>	9/22/2009		
<i>Action</i>	Staff responded to the call with information that based on their home location in north Pensacola, they may be able to use ECAT or qualify for TD funding through Pensacola Bay Transportation. He receives medical services through the VA clinic. His wife is undergoing surgery soon and will need door to door transportation for a while. He has the phone number for Pensacola Bay Transportation and will call them to apply for ADA and TD funding. He will also call ECAT to see if they can assist him in routing some trips so that he would be able to use the bus for some trips.		

<i>Contact Type</i>	<i>Consultant</i>	<i>Category</i>	<i>Transportation Studies</i>
<i>Request Date</i>	8/28/2009		
<i>Request</i>	I was on the FSUTMS website looking for a copy of the Florida-Alabama TPO Model. There is no link to download the model. Your name is listed as the contact for additional information. Do you know where I would be able to download the model?		
<i>Action Date</i>	8/31/2009		
<i>Action</i>	Staff responded to the email request As per your request please find attached are the Florida-Alabama Base Year, Needs, and Cost Feasible Plan model input files. These files have extension .doc. Please rename the extension to .zip and unzip the files and run FSUTMS Version 5.5.		

<i>Contact Type</i>	<i>Citizen</i>	<i>Category</i>	<i>Transit</i>
<i>Request Date</i>	7/8/2009		
<i>Request</i>	Mr. Mayes called with concerns about linking ECAT in Florida to ECAT in Alabama.		
<i>Action Date</i>	7/8/2009		
<i>Action</i>	Staff directed Mr. Mayes to the Escambia County (Florida) Area Transit Center.		

Contact Type	Citizen	Category	Bicycle/Ped Program
Request Date	7/8/2009		
Request	<p>1. Context Sensitive Design of transportation improvements adjacent to or impacting historic downtown Milton and the village of Bagdad. Sidewalks are very important.</p> <p>2. Preservation of Marquis Bayou Bridge during the Hwy 90 improvement and use as bike / ped connector between Milton historic District and Historic Brick Road (State Road 1)</p> <p>3. PD&E study for Hwy 87 include all proposed corridors N-S and E-W to include southern alternate route south of downtown Milton. The southern route was approved by the Milton City Council in the Milton Community Visioning Plan, and approved by survey vote by Milton residents.</p> <p>4. Need for additional funding for bicycle / pedestrian safety infrastructure and connectivity. Priority on connectivity between Milton, Bagdad, Gulf Breeze and Navarre.</p>		

Action Date
Action

Contact Type	Citizen	Category	Public Involvement
Request Date	7/8/2009		
Request	<p>I am concerned with the continued proposal that Hwy 87 be four laned through the Milton Historic District (HWY90). The City of Milton has consistently favored and endorsed a southern alternate. A recent survey of residents inside Milton and out shows a strong desire for a "southern alternative". A four lane through Milton would ensure the demolition of at least one historic building and completely alter the historic small-town feel. It is expedient alternate routes be studied in the upcoming PD&E study-all routes. Anything that serves to detract from what makes us distinctive (downtown)- hurts us.</p>		

Bicycle / pedestrian paths- the preservation of Old Marquis Bayou Bridge - Milton - to serve as this proposed and to preserve a historic landmark. The new bridge across the bayou should be historically appropriate.

Action Date
Action

Contact Type	Citizen	Category	Public Involvement
Request Date	7/8/2009		
Request	<p>Do not want Hwy 90 widened through downtown Milton. Would like to preserve historical structures and the character of the town. Would like to see an alternate southern route for hwy 90. Would like to preserve the marquis bayou Bridge and build the new bridge in a historical manner. Would like to add pedestrian and bicycle paths between the Blakwater River Bridge and the Marquis Bridge. Would like to add bicycle and pedestrian paths from Oak St. to the West FL Railroad Museum.</p>		

Action Date
Action

Contact Type	Citizen	Category	Public Involvement
Request Date	7/8/2009		
Request	Do Not 4 lane historic downtown Milton! Please study look into alternative routes.		
Action Date			
Action			
Contact Type	Business	Category	Highways
Request Date	7/8/2009		
Request	City of Milton desperately needs relief from hwy 90 traffic going through downtown- I , along with city council, prefer a route to the south.		
Action Date			
Action			
Contact Type	Citizen	Category	Highways
Request Date	7/8/2009		
Request	East West high traffic road south of highway 90 connecting Bagdad to Pace		
Action Date			
Action			
Contact Type	Citizen	Category	Public Involvement
Request Date	7/8/2009		
Request	No four way highway through downtown Milton		
	Keep the old Bridge, marquis bayou bridge (WPA)		
	Keep downtown Milton historical sites and buildings		
Action Date			
Action			

Contact Type	Citizen	Category	Transportation Studies
Request Date	7/9/2009		
Request	Mr. Norvell commented that Pensacola needs an East West Alternative, Blue Angel to Creighton, also suggested a traffic light at Gulf Beach hwy and Sunset or Patton, and a Hurricane Evacuation route for I-110 to the North.		
Action Date	7/9/2009		
Action	Staff instructed Mr. Norvell to attend a CAC and TPO meeting to voice his concerns. Staff also informed Mr. Norvell of the upcoming L RTP meetings.		
Contact Type	Citizen	Category	Bicycle/Ped Program
Request Date	7/8/2009		
Request	Bicycle and pedestrian connection to downtown Milton		
	Traffic calming in Bagdad, FL		
	Traffic calming in downtown Milton		
	Bypass to Downtown Milton south of Milton and north of Bagdad		
	TSM for Hwy 90 west of downtown Milton		
Action Date			
Action			
Contact Type	Citizen	Category	Bicycle/Ped Program
Request Date	7/14/2009		
Request	Doesn't think the expansion of roadways (4 lane to 6 lane, etc.) addresses the real issue associated with traffic and or congestion. Funding should be used to support alternative means of transportation such as public transportation, bikes, walking, carpooling, etc. Funding should also be available for the paving of dirt roads.		
Action Date	7/14/2009		
Action	Staff informed Ms. Gutierrez that her suggestions would be documented and presented to the TPO in August.		

Contact Type	Citizen	Category	Highways
Request Date	7/8/2009		
Request	Agricultural Equipment movement on highways		
Action Date			
Action			
Contact Type	Citizen	Category	Public Involvement
Request Date	7/8/2009		
Request	My greatest concern is the four-laning of Hwy 90 through Milton's historic District. This would be a great disaster. We would lose so much. I'm very much in favor of the "southern route", but worry that it hasn't gotten enough press. We must protect our historic resources. Once they're gone, THEY'RE GONE FOREVER. Please no additional lanes on Hwy 90, through Milton's historic District.		
Action Date			
Action			
Contact Type	Academic	Category	Public Involvement
Request Date	7/8/2009		
Request	Student wanted to make sure about Priorities Meeting to be held this evening in Santa Rosa County		
Action Date	7/8/2009		
Action	Returned Mr/ Lamb's phone call with specific information concerning tonight's meeting.		
Contact Type	Consultant	Category	Bicycle/Ped Program
Request Date	8/30/2009		
Request	requested information on the Esc/SR pedestrian actuated signal project locations.		
Action Date	8/31/2009		
Action	Staff informed Ms. Mecca that it is in last year's priorities and this year's draft. Staff will call her and let her know. FDOT has assigned Cliff Johnson as the project manager for this.		

Contact Type	Consultant	Category	Transportation Studies
Request Date	8/13/2009		
Request	requested traffic count in Escambia County		
Action Date	8/13/2009		
Action	Provided assistance and link to FDOT on line information		
Contact Type	Citizen	Category	Transportation Studies
Request Date	8/17/2009		
Request	Request that the Regional Freight Network Plan be expanded to include planning specific to the future operation of the Port of Pensacola.		
Action Date	8/17/2009		
Action	I am sorry but this will not be possible because it is beyond the scope and funding available for the Plan. Staff further responded to this request with an email that provided additional information about the scope of the Plan.		
Contact Type	Citizen	Category	Transportation Studies
Request Date	7/21/2009		
Request	contacted our office requesting traffic counts for Escambia County		
Action Date	7/22/2009		
Action	emailed Mr. Morton the requested traffic counts		
Contact Type	Business	Category	Bicycle/Ped Program
Request Date	7/14/2009		
Request	Enhancement Project from Mobile Hwy Marlane- Patrons need sidewalk on both sides.		
Action Date	7/14/2009		
Action	Staff informed that concerns would be forwarded to the LRTP Focus Group.		

Contact Type	Consultant	Category	Transportation Studies
Request Date	8/24/2009		
Request	Could you provide the TAZ map for the Florida/Alabama TPO model?		
Action Date	8/24/2009		
Action	Staff provided the requested map.		
Contact Type	Citizen	Category	Bicycle/Ped Program
Request Date	7/13/2009		
Request	Mr. Swiebel wants a bike lanes along Hwy 98 from the Naval Live Oaks to Mary Ester		
Action Date	7/13/2009		
Action	Staff informed Mr. Swiebel that would be an extraordinarily expensive project, and directed him to the TPO BPAC for further information. Mr. Swiebel became a member of the BPAC.		
Contact Type	Citizen	Category	Transportation Studies
Request Date	8/28/2009		
Request	Citizen emailed staff with question about SIS projects " I thought we had addressed this earlier this year and decided that we would no longer pursue it because of the problems meeting requirements on highway 98"		
Action Date	8/28/2009		
Action	Staff forwarded request for additional information to FDOT		
Contact Type	Consultant	Category	Transportation Studies
Request Date	8/12/2009		
Request	requested traffic count information for two roads in Escambia County		
Action Date	8/12/2009		
Action	Provided information and emailed link to FDOT's on-line assistance		

Contact Type	Municipalities	Category	Bicycle/Ped Program
Request Date	7/14/2009		
Request	Ped facilities and bike lane on Lillian Hwy and 65th Ave in Escambia County		
Action Date	7/14/2009		
Action	Staff informed Mr. Brown of a citizen contact that was very much interested in this specific project. Contact information was shared.		
Contact Type	Citizen	Category	Bicycle/Ped Program
Request Date	7/14/2009		
Request	Hwy 297A from Pine Forest Rd to Hwy 97, especially from Pine Cone Rd. Lanes are narrow with no shoulders at all to allow room for error by driver or allow bike riders (who have died there!) or pedestrians. Edge of narrow lanes rough and patched.		
Action Date	7/14/2009		
Action	Staff informed Mr Wallace that there is a Community Traffic Safety Team that he might be interested in, contact information was provided.		
Contact Type	Citizen	Category	Public Involvement
Request Date	7/8/2009		
Request	More bike / ped friendly enhancements in Santa Rosa County within traditional neighborhoods and urban areas. More community Re-development Agencies are possible funding sources besides traditional sources. Traffic calming in Bagdad is needed badly. It is a main through fare from Milton to I-10. I am concerned about the lack of public involvement. A Wednesday evening is a terrible time / day for church goers. More outreach methods with in neighborhoods (neighborhood associations, etc.) are needed. *(I would even help with public involvement. It's my area of expertise).		
Action Date	7/8/2009		
Action	Staff referred citizen to the TPO BPAC meeting.		
Contact Type	Citizen	Category	Right of Way, Drainage, resurfacing
Request Date	7/14/2009		
Request	SR 290 Acquisition of Right of Way - 4 Lanes - Drainage Improvements- Resurfacing		
Action Date	7/14/2009		
Action	Staff directed Mr. Hearn to the CAC meeting and offered an application to the committee.		

Contact Type	Citizen	Category	Transit
Request Date	7/14/2009		
Request	Bus stop across from Kmart on Mobile Highway; does not pick up on the return trip.		
Action Date	7/14/2009		
Action	Staff informed Ms. Mayall that the TPO doesn't control ECAT< but that her concerns will be documented and forwarded to ECAT.		
Contact Type	Citizen	Category	Transit
Request Date	7/14/2009		
Request	Access for the disabled- sidewalks, bus stops, bus stop signs. Anything concerning ECAT.		
Action Date	7/14/2009		
Action	Mr. Horwit was given contact information for Escambia County Area Transit, ECAT.		
Contact Type	Citizen	Category	Traffic Signalization
Request Date	7/13/2009		
Request	Traffic signal updates / upgrades, i.e. traffic activated more timely		
Action Date	7/13/2009		
Action	Staff directed Mr. Weishahn to the TPO CAC meeting.		

<i>Contact Type</i>	<i>Citizen</i>	<i>Category</i>	<i>Transportation Studies</i>
<i>Request Date</i>	7/14/2009		
<i>Request</i>	<p>Last week I observed some type of measuring cords stretched across the Loblolly and Chellie Rd areas.</p> <p>This brings up another question: "Does a traffic operations study include analysis of traffic signs and road markings?"</p> <p>Since our initial communication in February I've been especially attentive to the multiple problems that are encountered. Since there are now five signature affidavits attesting to the dangers in this area, this request is specific to the adjacent areas of Chellie Rd; McDonalds / bp; Tom Thumb; and Loblolly Rd. All of the documents include mention of this as a serious danger area.</p> <p>Consequently, I'm wondering if this will be addressed by the study. Too, if it is not addressed then I'm wondering where to write and who has accountability and responsibility for this aspect.</p> <p>To help explain the problem I've outlined what now exists and what does not exist with respect to signs and road markings. This clearly shows that the Loblolly exit has been given a lot of attention in design, signs markings and even a curb. Contrast this with the McDonalds / bp exit adjacent to Chellie Rd where nothing exists. The signature documents all address this area as one of their major concerns.</p> <p>Traffic</p> <p>Signs & Road Markings</p> <p>McDonalds; bp; Chellie Rd; Tom Thumb</p> <p>Interstate 297 (Pine Forest Rd.)</p> <p>Fact Sheet Situation Report</p> <p>1.0 Chellie Rd. North end with intersection common to McDonalds; bp; Tom Thumb (back side) and Interstate 297 (Pine Forest Rd.)</p> <p>1.1 Stop Sign exists</p> <p>1.2 Yellow dividing line exists</p> <p>1.3 White hold line exists</p> <p>1.4 White ("Stop" painted on road) exists in exit lane. (Marking is worn)</p> <p>2. McDonalds & Common South exit / entrance to South of bp and main Pineforest bp entrance / exit to McDonalds @7945 Pine Forest Rd</p> <p>2.1 Stop sign does not exist</p> <p>2.2 No marker lines for entrance and exit exist</p> <p>2.3 No white hold line exists</p> <p>2.4 No white ("Stop" painted on road) exists in exit lane.</p> <p>3.0 Tom Thumb Has two entrance / exit points on Interstate Rd. (297) / Pine Forest Rd.</p> <p>3.1 Stop signs do not exit on either the North or South Sections</p> <p>3.2 No marker lines for entrance and exit exist</p> <p>3.3 No white hold lines exist</p> <p>3.4 No white ("Stop" painted on road) exists for either exit area.</p> <p>4.0 Loblolly Rd. Entrance / Exit to Interstate 297 (Pine Forest Rd.)</p> <p>4.1 Stop with Right turn only Signs Exists</p> <p>4.2 Divider exists in form of a center curb</p>		

4.3 White hold line exists

4.4 White (Stop" painted on road) exists in exit lane.

To further elaborate I'm also abstracting the comments from the Langley Traffic Safety Concerns document of May 6, 2007:

May 6, 2009
Langley Traffic Safety Concerns
High Risk Area of
Chellie Rd & State Road (SR) 297

Chellie Rd Intersection with State Road (SR) 297 Pine Forest Road:

Due to the development in the area of Chellie Rd, Pine Forest Rd and Wild Lake Road. It has become a high accident area. My family has been involved in two accidents in this area because of the single drive into McDonald's and the B.P. station at the intersection of Chellie Rd. The latest accident took place on Dec. 24th, 2008. Every time one approaches this intersection one must literally fear for their safety. One never knows if the person coming from the BP or McDonald (both use the exit) will give right of way as one turns on to Chellie. If one puts their blinker on another driver may easily assume one is turning into McDonald or the BP. Therefore the driver pulling out in front not yielding right of way. If one doesn't put their blinker on then they run the risk of the person behind rear ending their vehicle. So, one would assume this could be easily fixed by just going to the next entrance. Not so easy - there one has vehicles exiting from the Tom Thumb. When one puts on their blinker at the appropriate time, the parking lot is so large, it is appears to be assumed once again that one is turning into the convenience store. We have personally had to slam on brakes more times than can be counted. These intersections must be approached with the attitude that the drivers are not able to understand any intentions due to the deficient management of the entrances and essential need for updated proper safety mitigation.

Your assistance in this safety of life matter will be greatly appreciated. Every week when I visit Pensacola Ballroom, I'm glad you are there and initiated the effort leading to the now in process study. I'm especially concerned about the 250 students now attending the Labelle Performing Arts studio on Chellie Rd. There is a lot of life, passion and pizzazz with those dancers, their mom and dads traveling into and out of the "high risk" area. I recently spoke to one young teen and was told she was also nearly hit the the McDonalds / bp & Chellie common point. To have a life lost due to simple lack of traffic signs and road markings would seem to be a total absence of regards to safety of life in positive traffic control planning.

7/15/2009

Staff forwarded Mr. Greear's concern to FDOT

Action Date

Action

Contact Type	Citizen	Category	Transportation Studies
Request Date	7/13/2009		
Request	Emergency Evacuation routes, severe lack of evacuation route capacity from south to north, east / west is impossible with the exception of I-10. Hwy 87 has multiple bottlenecks from Hwy 98 (south) to Alabama line in North. Traffic is at a stand still in the city of Milton. Lack of Bike lanes or paths, US 98 from Gulf Islands National Seashore from Existing path @ Gulf Breeze eastbound to Okaloosa County line -approx 20 miles, separate path where right of way exists. With no interconnectivity, US 98 is a deathtrap for vehicles--even worse for bike/ped		
Action Date	7/13/2009		
Action	Staff directed Mr. Sandler to the TPO's CAC meeting, and informed him of the Comprehensive side of the WFRPC Planning Division and their work with Emergency Preparedness.		

Contact Type	Citizen	Category	Highways
Request Date	7/13/2009		
Request	Would like to see a hurricane evacuation route for Hwy 87 to I-65 connect that segment from 5 Points in holley to North of Yellow River, has not been worked and apparently is not on plans to finish north from Milton to I-65. Also concerned about that most of the proposed projects involved do not include South Santa Rosa County		
Action Date	7/13/2009		
Action	Staff agreed that there are no projects for the southern portion of Santa Rosa County, and directed Mr. Fraser to the TPO CAC committee. Mr. Fraser was also informed about the upcoming LRTP focus group meetings.		

Contact Type	Citizen	Category	Transit
Request Date	7/15/2009		
Request	Citizen called to register a complaint about TriCounty Transportation, regarding them being very nasty to her and her daughter, about picking up to and from doctor appointments.		
Action Date	7/14/2009		
Action	None, staff noted that person could not be reached as the phone number was not in order or was a wrong number.		

Okaloosa-Walton TPO

Contact Type	Citizen	Category	331
Request Date	7/20/2009		
Request	331		
Action Date	7/20/2009		
Action	Staff directed Ms. Cuchens to the OW CAC meeting.		

Contact Type	Citizen	Category	
Request Date	8/30/2009		
Request	<p>The Fort Walton Beach City Council is being asked to modify a development agreement by the Landmark group to change usage of a proposed development at corner of Perry Ave and U S 98 in downtown FWB from a condo to a hotel.</p> <p>I have missed so many CAC meetings do not have a current Congestion Management document so request:</p> <p>LOS for this area?</p> <p>If any study has been performed re impact of building a condo or hotel at this location?</p>		

Action Date
Action

Contact Type		Category	Highways
Request Date	8/17/2009		
Request	What's with these flag markers along the median by Hurlburt Field? There are also orange spray paint marker along the medium. Is there some kind of road project coming up?		
Action Date	8/18/2009		
Action	There is no DOT or county project going on in that area at this time.		

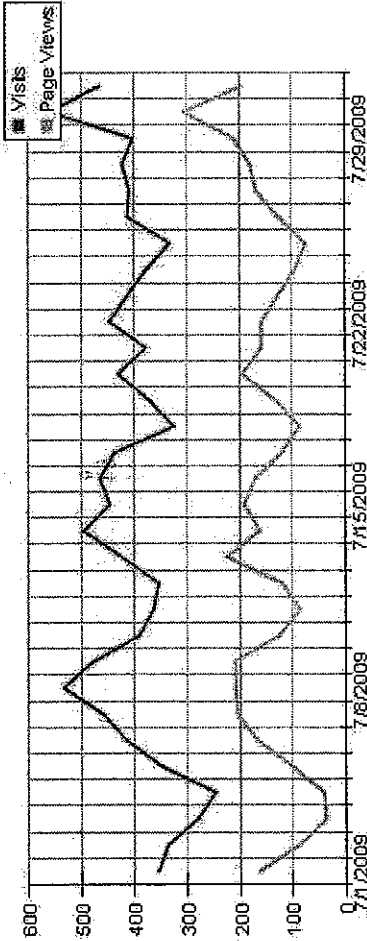
Contact Type	Citizen	Category	Signage
Request Date	7/23/2009		
Request	Need a sign on I-10 to 285 saying "No Diesel Fuel Available at Exit" (Truck Stop Available)		
Action Date	7/23/2009		
Action	Staff informed Mr. Moore that his comments would be forwarded to the appropriate parties at FDOT.		

Contact Type	Council Member	Category	Capacity Improvements
Request Date	7/23/2009		
Request	We need traffic congestion relief on Hwy 85 South in Crestview, first North of Hospital @85 S to far beyond 85 South. Western North / South Connector Rd from S. Bridge up to Hwy 90 West.		
Action Date	7/23/2009		
Action	Staff informed Councilwoman Parker that her comments would be documented and presented to the TPO in August.		
Contact Type	Council Member	Category	Capacity Improvements
Request Date	7/23/2009		
Request	SR 85 South of Interstate 10 traveling beyond to SR 123. My concern is for easing traffic and traffic flow for this roadway due to explosion of population of Crestview and the addition of vehicles by Army and Air Force personnel and their dependents. SR 85 has been a source of concern for the county and the city, any solutions would be welcomed by the City Council and the people of Crestview.		
Action Date	7/23/2009		
Action	Staff informed Councilman Baugh that his comments would be documented and reported to the TPO in August.		
Contact Type	Municipalities	Category	Capacity Improvements
Request Date	7/23/2009		
Request	6 Loring from SR 123 to US 90 or alternative projects resulting in similar capacity improvements		
Action Date	7/23/2009		
Action	Staff informed Ms. Slaterpryce that her comments would be documented and presented to the TPO in August.		
Contact Type	Citizen	Category	Public Involvement
Request Date	7/22/2009		
Request	Stated concern of a lack of advertising for Walton County in regards to the Okaloosa-Walton Transportation Planning Organization (TPO) Project Priority Workshops.		
Action Date	7/22/2009		
Action	Staff provided Mr. Chilcutt with Public Involvement Coordinator's contact information.		

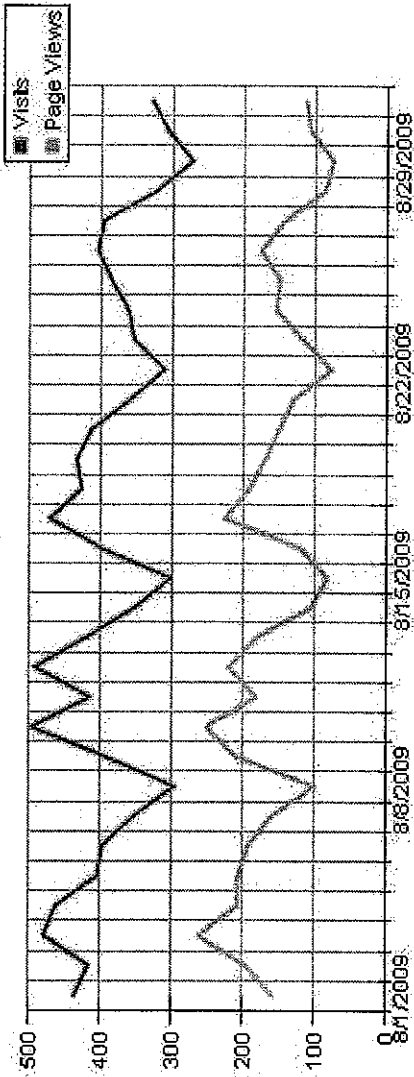
<i>Contact Type</i>	<i>TPO member</i>	<i>Category</i>	<i>Public Involvement</i>
<i>Request Date</i>	7/21/2009		
<i>Request</i>	Add new column to matrix on each project board to highlight what the improvement is supposed to do (Desired effect/Community effect)		
<i>Action Date</i>	7/20/2009		
<i>Action</i>	Staff informed Mr. Wood that his suggestion would be documented and presented to the TPO in August.		
<i>Contact Type</i>	<i>Citizen</i>	<i>Category</i>	<i>Transit</i>
<i>Request Date</i>	8/31/2009		
<i>Request</i>	Referral from our Affordable Housing Program, offering transportation counseling.		
<i>Action Date</i>	8/31/2009		
<i>Action</i>	Staff provided a brochure and business card to send to them.		
<i>Contact Type</i>	<i>Business</i>	<i>Category</i>	<i>Bicycle/Ped Program</i>
<i>Request Date</i>	7/20/2009		
<i>Request</i>	Bike path around Defuniak Springs and out into Euchee Valley (280?)		
<i>Action Date</i>	7/20/2009		
<i>Action</i>	Staff directed Mr. Dees to the Okaloosa-Walton TPO BPAC meeting.		
<i>Contact Type</i>	<i>CAC Member</i>	<i>Category</i>	<i>Highways</i>
<i>Request Date</i>	7/21/2009		
<i>Request</i>	Four Lining of 123		
<i>Action Date</i>	7/21/2009		
<i>Action</i>	Staff informed Ms. Earle that her comments would be documented and presented to the TPO in August.		

West Florida Regional Planning Council Website Activity

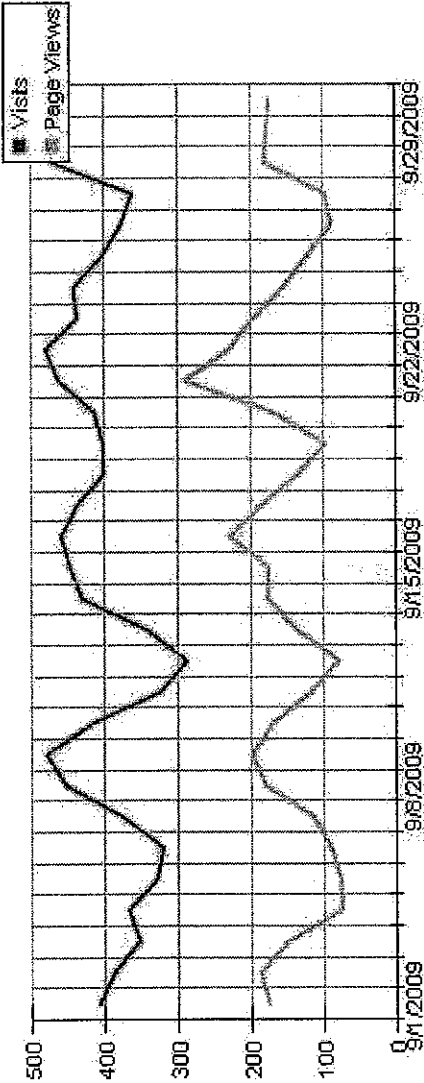
Daily Totals



Day	Page Views	Visits	Hits	Bandwidth (KB)
7/1/2009	164	356	3,403	197,626
7/2/2009	87	337	1,574	273,540
7/3/2009	36	280	736	96,781
7/4/2009	40	247	623	278,318
7/5/2009	102	350	1,334	9,019
7/6/2009	167	416	3,455	189,090
7/7/2009	205	460	3,836	622,878
7/8/2009	208	533	4,642	406,343
7/9/2009	209	478	4,175	2,419,006
7/10/2009	125	391	2,300	740,081
7/11/2009	86	365	1,368	1,075,707
7/12/2009	121	355	2,305	920,108
7/13/2009	225	424	4,569	1,202,550
7/14/2009	162	495	3,430	827,924
7/15/2009	191	447	4,448	948,270
7/16/2009	170	465	2,746	825,062
7/17/2009	120	438	2,435	723,096
7/18/2009	86	325	1,796	1,011,382
7/19/2009	132	373	2,684	648,465
7/20/2009	185	431	3,859	1,097,257
7/21/2009	158	379	2,735	555,598
7/22/2009	158	447	3,027	574,929
7/23/2009	127	414	2,443	197,047
7/24/2009	94	378	1,702	716,175
7/25/2009	75	333	839	7,134
7/26/2009	126	414	2,262	360,207
7/27/2009	168	409	2,638	363,901
7/28/2009	178	423	2,609	969,703
7/29/2009	212	403	2,961	276,258
7/30/2009	306	559	4,555	116,145
7/31/2009	194	465	2,723	102,033
Totals(s)	4,628	12,590	84,212	18,751,621
Average(s)	149	406	2,716	604,891



Day	Page Views	Visits	Hits	Bandwidth (KB)
8/1/2009	158	436	1,565	366,209
8/2/2009	196	416	2,351	455,354
8/3/2009	262	478	3,520	382,184
8/4/2009	207	462	2,886	202,383
8/5/2009	206	404	2,524	115,361
8/6/2009	193	397	2,920	370,008
8/7/2009	160	353	1,745	101,971
8/8/2009	100	296	1,266	14,447
8/9/2009	210	393	3,034	451,394
8/10/2009	251	498	4,406	476,432
8/11/2009	182	415	3,502	279,733
8/12/2009	220	482	3,347	152,873
8/13/2009	181	420	2,684	72,099
8/14/2009	106	353	1,657	296,596
8/15/2009	82	302	990	110,725
8/16/2009	120	399	1,884	292,788
8/17/2009	226	471	4,266	119,889
8/18/2009	192	427	3,149	36,775
8/19/2009	170	434	2,784	135,793
8/20/2009	151	413	3,137	107,130
8/21/2009	130	359	1,838	110,956
8/22/2009	77	311	823	99,536
8/23/2009	117	354	1,693	619,210
8/24/2009	155	362	2,751	190,397
8/25/2009	150	385	3,313	193,088
8/26/2009	176	405	2,987	112,007
8/27/2009	143	396	2,638	107,623
8/28/2009	87	322	1,292	198,674
8/29/2009	75	273	839	105,655
8/30/2009	107	307	1,790	28,687
8/31/2009	114	329	2,702	105,781
Total(s)	4,904	12,060	76,282	6,411,746
Average(s)	158	389	2,460	206,830



Day	Page Views	Visits	Hits	Bandwidth (KB)
9/1/2009	176	407	3,557	209,888
9/2/2009	188	387	3,475	105,898
9/3/2009	148	352	2,256	35,647
9/4/2009	75	367	1,191	110,594
9/5/2009	77	328	938	96,576
9/6/2009	90	320	1,282	199,789
9/7/2009	115	376	2,038	200,657
9/8/2009	181	453	3,498	199,687
9/9/2009	199	479	3,247	39,787
9/10/2009	169	416	2,652	113,813
9/11/2009	117	323	1,532	100,279
9/12/2009	79	288	818	268,714
9/13/2009	137	342	1,887	21,536
9/14/2009	177	431	3,801	203,951
9/15/2009	175	417	4,338	283,470
9/16/2009	230	459	3,321	109,267
9/17/2009	186	438	3,388	17,562
9/18/2009	135	401	2,480	12,746
9/19/2009	97	402	1,170	105,506
9/20/2009	170	414	2,789	181,889
9/21/2009	290	462	4,407	203,909
9/22/2009	230	480	3,835	115,615
9/23/2009	197	438	3,440	115,907
9/24/2009	155	442	2,521	284,558
9/25/2009	122	403	1,417	184,536
9/26/2009	88	377	897	97,446
9/27/2009	97	362	1,390	13,231
9/28/2009	162	471	3,034	282,055
9/29/2009	178	454	2,761	189,848
9/30/2009	175	473	2,677	25,329
Total(s)	4,635	12,192	75,836	4,129,866
Average(s)	154	406	2,527	137,656
				104

MEETING	WFRPC TPO Title VI Training Information Workshop
DATE	February 25, 2009
TIME	8:30 AM
PLACE	WFRPC

NAME	AGENCY & ADDRESS	PHONE / FAX	EMAIL
Frances Campbell	WFRPC	850 332 7976	frances.campbell@wfrpc.org
BRYANT PAULK	FDOT - Chipley	850 415 9371	bryant.paulk@dot.state.fl.us
Jim DeVries	FDOT		
Stacie S. Blizard	FHWA	850-942- 9650 XT 3014	Stacie.blizzard@dot.gov
Charlotte R. Thomas	FDOT - Tallahassee	850 414-4753	charlotte.thomas@dot.state.fl.us
Carey Shepherd	FHWA 545 John Knox Rd 200 Tallah., FLA 32305	850 942 9650 X3063	Carey.Shepherd@dot.gov
Mary Bobbitt	TPO Staff	332-7976	
Barbara Hoard	Human Relations Comm 2257 N Baylen	437-0510	bhoard@epnrc.org
Nick Nickloff	WFRPC - TPOs	X 212 332-7976	nick.nickloff@wfrpc.org
TONYA ELLIS	WFRPC - TPO		
Sharon Burnett	WFRPC - TPO	850-392- 1104	Sharon.burnett@wfrpc.org
Mary Beth Kashrock	WFRPC - TPO	850-332- 7976 X228	marybeth.kashrock@wfrpc.org
Jerry Joseph	WFRPC Ex Director	850 332- 7976 X201	terry.joseph@wfrpc.org

[illegible]

NAME	ORGANIZATION	EMAIL	PHONE
Don Salter	Santa Rosa Board of County Commissioners	comm-salter@santarosa.fl.gov	(850) 983-1877
Clyde Mathis	Port of Pensacola	cmathis@portofpensacola.com	(850) 436-5070
Melinda Crawford	Pensacola Regional Airport	mcrawford@ci.pensacola.fl.us	(850) 436-5000
Michael Schmidt	Santa Rosa County	michaels@santarosa.fl.gov	(850) 981-7100
Greg Andrews	CSX Transportation		(850) 444-4100
Grady Wilson	Ferriss Moving and Storage		(850) 433-2127
J T Livingston	McKenzie Tank Lines	mtl07@mckenzie-tank.com	(850) 476-8084
	Southeastern Freight Lines	PEN@sefl.com	(850) 484-8889
Ray Falzone	AAA Cooper Transportation	PEN@aaacooper.com	(850) 479-2556
Rob Allen	May Trucking Company		(850) 478-5550
Larry Fields	ABF Freight System		(850) 478-1274
Natalie Prim	Pensacola Chamber of Commerce	nprim@pensacolachamber.com	(850) 438-4081
Donna Tucker	Santa Rosa County Chamber of Commerce	director@srcchamber.com	(850) 623-2339
Cindy Anderson	Team Santa Rosa	canderson@teamsantarosa.com	(850) 623-0174
Andrea Sutrick	Panhandle Fresh	panhandlefresh@teamsantarosa.com	(850) 784-0344
Marion Mason	Baldwin County Chamber of Commerce	jmangion@centralbaldwin.com	(251) 947-2626
Wayne Dyess	Baldwin County Planning	wdyess@co.baldwin.al.us	(251) 937-9561
Randy Jorgenson	City of Milton	Landplan@aol.com	(850) 983-5440
Guy Thompson	City of Milton	mayorg75@aol.com	(850) 623-4507
Al Garza	City of Pensacola	agarza@ci.pensacola.fl.us	(850) 435-1755
Lee J Smith	City of Pensacola	ljsmith@ci.pensacola.fl.us	(850) 435-1755
Don Kelly	City of Pensacola	dkelly@ci.pensacola.fl.us	(850) 435-1675
Dennis Moxley	Escambia County	dkmoxley@co.escambia.fl.us	(850) 595-3429
Larry Newsom	Escambia County	larry_newsom@co.escambia.fl.us	(850) 595-3434
Eugene Harris	Escambia County	eugene_harris@co.escambia.fl.us	(850) 595-3434
David Szymanski	City of Gulf Breeze	dszymanski@ci.gulf-breeze.fl.us	(850) 934-5106
Bruce Stitt	Pensacola Naval Air Station	bruce.stitt@navy.mil	(850) 554-5692
Nancy Model	Santa Rosa County	nancym@santarosa.fl.gov	(850) 981-7080
Roger Blaylock	Santa Rosa County	rogerb@santarosa.fl.gov	(850) 983-2446
Shawn Ward	Santa Rosa County	shawnw@santarosa.fl.gov	(850) 981-7075
Jim Doolin	Alabama Department of Transportation	doolinj@dot.state.al.us	(334) 242-6438
Jim DeVries	Florida Department of Transportation	jim.devries@dot.state.fl.us	(850) 981-2754
David Wilks	Florida Department of Transportation	david.wilks@dot.state.fl.us	(850) 981-3000
Ted Brown	Brown Marine Service		(850) 453-3471
Bill Sadler	Maritime Freight Systems	bsadler3@bellsouth.net	(850) 602-6555
Kevin Harrison	South Alabama RPC	kharrison@sarpc.org	(251) 433-6541
Charles Brantley	Florida Trucking Association	FLTrucking@earthlink.net	(850) 222-9900
Stewart Doyle	Enterprise Florida		(850) 298-6620
Jim Crumlish	WFRPC	jim.crumlish@wfrpc.org	(850) 332-7976
Randy Roy	Whiting Field NAS	randy.roy@navy.mil	(850) 623-7196 x 4
Glenn Lattanze	Hurlburt Field	glenn.lattanze@hurlburt.af.mil	(850) 884-6439
Larry Greene	Eglin AFB	larry.greene@eglin.af.mil	(850) 882-3283
Ray Reissener	HDR	ray.reissener@hdrinc.com	(850) 215-4081
Nick Arnio	HDR	nicholi.arnio@hdrinc.com	(850) 215-4093
Lewis Howell	St Joe Company	lhowell@joe.com	(850) 231-6474
Craig Gavin	FL Dept of Transportation	craig.gavin@dot.state.fl.us	(850) 638-0250

13.0 Safety

13.1 Strategic Highway Safety Plan

Highway safety has always been the highest priority of the Florida Department of Transportation. This priority was incorporated as one of the SAFETEA-LU eight (8) planning factors. FDOT's programs and activities strive to reduce the unacceptable numbers of traffic crashes and the injuries and fatalities resulting therefrom.

In an effort to maintain this priority, the Department adopted the Sterling Business Model in 1998. One of the Key Performance Measures under this model is the improvement of highway safety in the state. With this as an impetus, the Department decided to develop a Strategic Highway Safety Plan (SHSP) to provide focus and direction to a selected number of high emphasis areas for the next 3 to 5 years, with the first year starting July 1, 2003. A team of Department employees from various functional areas in the Central and District Offices, plus representatives from the Federal Highway Administration (FHWA) and NHTSA, met in July 2002 to formulate the plan. The existing SHSPs from the American Association of State Highway and Transportation Officials (AASHTO) and from the states of Iowa, Pennsylvania, Washington and Wisconsin were used as guides. The representative that met in July 2002 selected five safety areas for which the Department would provide additional emphasis in the near future: keep vehicles in the proper travel lane and minimize the effects of leaving the travel lane, improve the safety of intersections and improve access management and conflict point control (CMS/TSM), improve information and decision support systems (ITS) and improve pedestrian and bicycle safety (bicycle pedestrian considerations). Each of these safety areas were considered when developing the LRTP for the Florida-Alabama TPO.

When the 2005 federal transportation act SAFETEA-LU recognized the need to all transportation safety partners to coordinate their activities and resources, FDOT had already established a safety foundation. The new Plan, in response to SAFETEA-LU requirements, was adopted in September 2006. The following statements were developed by the SHSP Steering Committee and recommended to the SHSP Executive Committee:

13.0 Safety

Vision Statement

"To provide a safer surface transportation system for residents, businesses, and visitors."

Mission Statement

"The State of Florida, utilizing engineering, enforcement, education, and emergency management will focus resources where opportunities for safety improvements are greatest."

Goal Statement

"To improve the safety of Florida's surface transportation system by achieving a five percent annual reduction in the rate of fatalities and serious injuries beginning in 2007."

The development of the SHSP involved the identification of emphasis areas. Through a series of summits, the emphasis areas were finalized by the Executive Committee on July 11, 2006 and included: aggressive driving, intersection crashes, vulnerable road users (pedestrians, bicyclists and motorcyclists) and lane departure crashes. These areas are the source behind the development of goals, objectives and strategies presented with a goal of improving safety on Florida's highway system.

For each emphasis area, a team of diverse, multi-disciplinary safety partners developed an overall goal, objectives for achieving the goal and strategies that can be used by partners to implement discussion and refinement. The goals for each emphasis area are measurable and will be used to assess performance over the five-year implementation period. The goals and objectives for each emphasis area are provided below.

Aggressive Driving

- Goal:** Reduce the rate of fatalities and serious injuries involving aggressive driving.
- Objective 1:** Enhance and promote effective law enforcement programs to reduce aggressive driving.
- Objective 2:** Increase training and education on the problem of aggressive driving.
- Objective 3:** Identify and mitigate roadway features that may trigger aggressive driving.

Intersection Crashes

Goal: Reduce the rate of fatalities and serious injuries occurring at intersections.

Objective 1: Increase the safety of intersections for all users.

Objective 2: Strengthen traffic enforcement at intersections.

Objective 3: Increase educational efforts concerning intersection behavior, design and engineering.

Vulnerable Road Users: Pedestrians, Bicyclists and Motorcyclists

Goal: Reduce the rate of fatalities and serious injuries involving vulnerable road users.

Objective 1: Provide local and state agencies with the data, skills and tools to identify effective safety countermeasures for pedestrians, cyclists and motorcyclists in the areas of engineering, education, enforcement and emergency response.

Objective 2: Make strategic safety investments, focusing resources where opportunities for safety improvements are greatest for pedestrians, cyclists and motorcyclists.

Objective 3: Establish mobility strategies that are consistent with pedestrian, cyclist and motorcyclist safety.

Lane Departure Crashes

Goal: Reduce the rate of fatalities and serious injuries involving lane

In order to qualify for winning one of the bicycles, please provide the following:
(You do not need to be present to win.)

Bicycle for: ☒ Boy ☐ Girl ☐ Either

Name: _____

Street Address: _____

City: Canterment

State / Zip Code: FL 32533

E-mail Address: _____

Best Way to receive information / be contacted:

- ☐ E-mail
☒ Postal Mail
☒ Telephone

Would you like to be informed of upcoming TPO meetings or events?

☒ Yes ☐ No

Are you familiar with the Florida-Alabama Transportation Planning Organization and its responsibilities?

☐ Yes ☒ No

What is your age group?
(Optional)

- ☐ 18 and under ☒ 35 - 54
☐ 19 - 34 ☐ 55 and over

Community (city/town and state) where you live? Canterment, FL

Community (city/town and state) where you work? _____

What is your ethnic background?
(Optional)

- ☐ Asian ☐ Indian
☐ African-American ☐ Caucasian
☐ Hispanic ☒ Other

Are you disabled? ☐ Yes ☒ No
(Optional)

If so, what type of disability do you have? _____
(Optional)

What is your greatest travel problem? _____

- | | |
|---|---|
| <input checked="" type="checkbox"/> travel time | <input type="checkbox"/> cost of travel |
| <input type="checkbox"/> lack of nearby facilities (bus stop) | <input type="checkbox"/> special needs |
| <input type="checkbox"/> inconvenient transit services | <input type="checkbox"/> no car |
| <input type="checkbox"/> no transit service | |

What do you consider this region's most important transportation issue?

- | | |
|---|--|
| <input checked="" type="checkbox"/> Congestion | <input type="checkbox"/> Lack of public transportation |
| <input type="checkbox"/> Lack of road connectivity | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Other (please specify) _____ | |

Please indicate your top source of information:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Radio |
| <input type="checkbox"/> Internet | <input type="checkbox"/> Word of Mouth |
| <input checked="" type="checkbox"/> Television | |

Comments:

The Florida-Alabama Transportation Planning Organization is staffed by:



FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

General Survey

Navarre Business Expo 2008 – February 23, 2008

As a Transportation Planning Organization (TPO), Federal and State law requires us to effectively involve and receive input from the community in every aspect of the transportation planning process. This survey is one of many ways in which we can fulfill our obligation to the public.

We encourage you to provide your name and contact information so that we may keep you informed or respond to questions or concerns. We appreciate your feedback.

Disclaimer: This survey is for internal use only. Information provided will not be distributed to others.

2. What is your age group?

☐ 18 and under ☐ 19-34 ☒ 35-54 ☐ 55 or over

3. What community (city/town) do you live in?

Niceville, FL

4. What community (city/town) do you work in?

FORT WALTON BEACH, FL.

6. Are you disabled? (optional, requested by FHWA)

☐ Yes ☒ No

If so, what type of disability do you have?

8. What do you consider this region's most important transportation issue?

☒ Congestion ☐ Lack of public transportation ☐ Lack of road connectivity
☐ Safety ☐ Other

10. If you are interested in being informed of upcoming TPO events, please fill out the information listed on the back of this page.

Name: _____

Address: _____

City _____ State _____ Zip _____

Telephone (optional) _____ E-mail (optional) _____

13. In your opinion, what are the common values and future goals of your community?

12. In your opinion, what are the future transportation goals of your community?

13. Other Comments

Please fill out this Survey and place in Comment Box or mail your written comments to
Rhonda Grice at West Florida Regional Planning Council,
4081 E Olive Road, Suite A Pensacola, FL 32514

TRANSPORTATION SURVEY

Are you familiar with the Florida-Alabama Transportation Planning Organization and its responsibilities?

☐ Yes ☒ No

What is your age group? (Optional) ☐ 18 and under ☒ 35 - 54
☐ 19 - 34 ☐ 55 and over

Community (city/town and state) where you live? Pensacola FL, Brownsville Area

Community (city/town and state) where you work? _____

What is your ethnic background? (Optional) ☐ Asian ☐ Indian
☒ African-American ☐ Caucasian
☐ Hispanic ☐ Other

Are you disabled? (Optional) ☐ Yes ☒ No

What is your greatest travel problem? _____

☐ travel time ☒ cost of travel (gas prices)
☒ lack of nearby facilities (bus stop) ☐ special needs
☐ inconvenient transit services ☐ no car
☐ no transit service

What do you consider this region's most important transportation issue?

☒ Congestion ☐ Lack of public transportation
☒ Lack of road connectivity ☒ Safety
☐ Other (please specify) Impatient drivers

Please indicate your top source of information:

☐ Newspaper ☐ Radio
☐ Internet ☐ Word of Mouth
☒ Television

Comments:

Would you like to be informed of upcoming TPO meetings or events?

☐ Yes ☒ No

Name: [REDACTED]

Street Address: [REDACTED]

City: Pensacola

State / Zip Code: FL 32505

E-mail Address: _____

Best Way to receive information / be contacted:

☐ E-mail
☒ Postal Mail
☐ Telephone

Would you be interested in being on the Citizen Advisory Committee (CAC) or the Bicycle Pedestrian Advisory Committee (BPAC) for the Florida-Alabama Transportation Planning Organization?

☐ Yes ☒ No

The Florida-Alabama Transportation Planning Organization is staffed by:



Florida-Alabama



Transportation Planning Organization

Please label the following projects 1-11, with 1 being the most needed project and 11 being the least needed.

Non-SIS Capacity Projects*	Current Ranking	Your Ranking
for Management Plans/Studies	1	5
for Management Projects	2	6
Transportation Capital Improvements	3	2
le and Pedestrian Projects	4	3
Signal Coordination	5	1
gent Transportation System Projects	6	8
19 Mile Rd (Pine Forest Rd to US29)	7	10
ss Realignment (US29 to Creighton Rd)	8	9
city Improvements on US98 in Santa Rosa County	9	4
city Improvements on US90 in Santa Rosa County	10	7
US90 to 4 lanes (Airport Rd to SR87S)	11	11

This table is an excerpt from the adopted FY11-15 Project Priorities. This document may be viewed online at <http://www.wftrpc.org/flaldocument> or be obtained by contacting TPO Staff at 1-800-226-8914.

What is your primary transportation concern?

(Please check only ONE)

- a. ☒ Congestion/Travel Time b. ☐ Public Transportation
c. ☐ Bicycle/Pedestrian Safety d. ☐ Motorist Safety
e. ☐ Other _____

On average, how often do you use Public Transportation per month? (Please check only ONE)

- a. ☒ Never b. ☐ 1-2 days
c. ☐ 3-4 days d. ☐ 5 or more days

COMMENTS or SUGGESTIONS

More Actual Work, fewer Studies & Meetings.
Enhance public transport, Bike & pedestrian facilities.

To be added to the Transportation Information Network, please provide your contact information below:

Name _____
Address _____
Phone or Email _____

Thank you for completing the survey!



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST-CLASS MAIL

PERMIT NO 2

PENSACOLA, FL

POSTAGE WILL BE PAID BY ADDRESSEE

WEST FLORIDA REGIONAL PLANNING COUNCIL
PO BOX 11399
PENSACOLA FL 32524-9905

ADOPTED VISION STATEMENT, MISSION STATEMENT, AND GOALS AND OBJECTIVES

Vision Statement

Our vision is to provide a multi-modal transportation system that includes bicycles, pedestrians, public transportation, freight, and automobiles.

Mission Statement

To preserve and enhance, for all people, the existing transportation system in a manner that is integrated, connected, safe, socially responsible, coordinated with appropriate land use patterns, and supports economic development of the region.

Goals and Objectives

Goal 1: Plan and provide a multi-modal network of integrated, user friendly transportation systems for the movement of people and goods.

Objective 1.1: Create integrated connected routes for bicyclists and pedestrians in the MPO's Long Range Transportation Plan and the local government comprehensive plans, especially to school zones and tourist areas.

Objective 1.2: Provide multi-modal linkages to increase the range of choice to provide motorized and non-motorized means to connect with other modes of travel.

Objective 1.3: Encourage bicycle and pedestrian and public transportation travel as viable modes of transportation.

Objective 1.4: Enhance integration and connectivity of the transportation system across and between modes for people and freight.

Objective 1.5: Provide and maintain facilities that are necessary to facilitate the transfer of cargo between all modes of travel.

Objective 1.6: Provide Park and Ride lots to facilitate passenger transfer for all modes of travel.

Objective 1.7: Reduce delays for people and goods through increased multi-modal system capacity.

Objective 1.8: Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Goal 2: Provide multi-modal connections between new developments to reduce short trips on the major road network.

Objective 2.1: Provide design guidelines for developers to ensure multimodal connectivity and in or between new developments.

Goal 3: Develop and maintain a transportation system that provides for the safety and security of visitors, residents, and commerce.

Objective 3.1: Ensure that safety and security are priorities in the implementation of every goal for motorized and non-motorized users according to the MPO.

Objective 3.2: Enhance integration and connectivity of transportation system for purposes of safety, security, and emergency evacuation.

Objective 3.3: Provide safe access onto roadways for all vehicles.

Objective 3.4: All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Goal 4: Provide a transportation system that is efficient for everyone in both time and cost.

Objective 4.1: Ensure maintenance of existing system.

Objective 4.2: Support development and implementation of Intelligent Transportation Systems.

Objective 4.3: Review and coordinate with local government comprehensive plans and with Congestion Management System Plan.

Objective 4.4: Broaden alternatives for intersections and roads (e.g. roundabout, flyovers, reversible lanes).

Objective 4.5: Coordinate with and review utility companies' long range plans so that public utilities and transportation projects are implemented in the most cost effective manner.

Goal 5: Develop and maintain a socially responsible transportation system that protects and enhances a high quality of life, including but not limited to environmental, historical, cultural, and recreation.

Objective 5.1: Address environmental issues in the planning process which shall include aesthetics, signage, landscaping, and retention ponds.

Objective 5.2: New transportation facilities will be designed to protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).

Objective 5.3: Maintain air quality attainment.

Objective 5.4: Provide a transportation system that protects and is in harmony with the area's social, cultural, and historic features.

Objective 5.5: Provide transportation equity for all persons including but not limited to the young, persons with disabilities, the economically challenged, and the elderly.

Objective 5.6: Ensure transportation benefits are balanced throughout the community.

Goal 6: Minimize transportation projects and costs by coordinating land uses and existing land conditions with appropriate transportation facilities.

Objective 6.1: The Long Range Transportation Plan shall require MPO and local government planning staffs to coordinate quarterly.

Objective 6.2: The Long Range Transportation Plan projects shall be reviewed for consistency with the local government comprehensive plans at 30% or 60% design plans.

Objective 6.3: Prevent further degradation of existing facilities by implementing appropriate local government land use ordinances.

Objective 6.4: Local governments should coordinate access management between permitting agencies according to the MPO.

Objective 6.5: Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities, including storm water management.

Objective 6.6: Encourage urban redevelopment area green spaces in transportation related development through local government ordinances.

Objective 6.7: Encourage developers in the local government site plan review process to include provisions for alternate forms of transportation such as compact car, motorcycle, golf cart, bicycle racks, High Occupancy Vehicle (HOV), designated park and ride lots, designated car pool, and bus.

Goal 7: Be consistent with sustainable community principles: (1) Economic Development, (2) Environmental Protection, and (3) Social Equity.

Objective 7.1: Support economic vitality of the area by providing a transportation system that enables global economic vitality, productivity, competitiveness, and efficiency.

Objective 7.2: Ensure that intermodal facilities which are important to the regional economy, such as those identified in Florida's *Strategic Intermodal System*, are fully integrated into the region's transportation system resulting in a seamless, efficient network.

Objective 7.3: Involve environmental regulatory agencies and citizens groups interested in environmental issues early in the planning process.

Objective 7.4: Ensure no one segment of the population bears a disproportionate share of adverse impacts.

Objective 7.5: Educate MPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

TEA –21 SEVEN PLANNING FACTORS

The Transportation Equity Act for the Twenty-First Century (TEA-21) seven planning factors are listed below.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- (2) Increase the safety and security of the transportation system for motorized and non-motorized users.
- (3) Increase the accessibility and mobility options available to people and for freight.
- (4) Protect and enhance the environment, promote energy conservation, and improve quality of life.
- (5) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- (6) Promote efficient system management and operation.
- (7) Emphasize the preservation of the existing transportation system.

The chart on the following page illustrates which adopted Long Range Transportation Plan objectives correspond to each of the 7 TEA-21 Planning Factors.

TEA-21 7 Planning Factors in relation to Long Range Transportation Plan Objectives

Objective	Planning Factor #1	Planning Factor #2	Planning Factor #3	Planning Factor #4	Planning Factor #5	Planning Factor #6	Planning Factor #7
1.1							
1.2			*****				
1.3			*****				
1.4					*****		
1.5			*****				
1.6			*****				
1.7			*****				
1.8			*****				
2.1							
3.1		*****					
3.2		*****					
3.3		*****					
3.4							
4.1							*****
4.2							
4.3							
4.4							
4.5						*****	
5.1							
5.2				*****			
5.3				*****			
5.4				*****			
5.5			*****				
5.6						*****	
6.1						*****	
6.2						*****	
6.3							*****
6.4							
6.5						*****	
6.6							
6.7				*****			
7.1	*****						
7.2						*****	
7.3							
7.4						*****	
7.5							

DEVELOPMENT OF IMPLEMENTATION STEPS

The Goals and Objectives Subcommittee met on April 30, 2003 to discuss implementation steps for each of the objectives. The Subcommittee members were each assigned to a group to develop Implementation Steps for the objectives. At this meeting, Implementation Steps were developed for first six goals. The group for Goal 7 requested additional time and wanted guidance from the MPO Staff as well. The group for Goal 7 met with the MPO Staff on May 9, 2003. The draft Implementation Steps were sent to the MPO's General Planning Consultant (HDR, Inc.) to assist them in developing Performance Measures to be used during the next Long Range Transportation Plan update. The Implementation Steps were presented to the BPAC, TCC, CAC on August 12, 2003 and approved by the MPO on August 13, 2003.

Goals and Objectives Subcommittee's recommended Implementation Steps

Goal 1: Plan and provide a multi-modal network of integrated, user friendly transportation systems for the movement of people and goods.

Objective 1.1: Create integrated connected routes for bicyclists and pedestrians in the MPO's Long Range Transportation Plan and the local government comprehensive plans, especially to school zones and tourist areas.

Implementation Step 1.1.1: MPO assurance that the Long Range Transportation Plan is coordinated with the comprehensive plans of local governments. Other interested parties should include chambers of commerce, Visitor's Information Center, Haas Center, and Interstate Welcome Centers.

Implementation Step 1.1.2: MPO and local school boards should meet to discuss the needs and concerns of interest parties. For example, school accessibility via bicycle paths, sidewalks, and crosswalks such as the Safe Ways to School Program. Access the school zone lights and traffic monitors. Study the feasibility of using public transportation to schools reducing the need and cost of school transportation.

Objective 1.2: Provide multi-modal linkages to increase the range of choice to provide motorized and non-motorized means to connect with other modes of travel.

Implementation Step 1.2.1: As stated in Escambia County Area Transit (ECAT) 2003-2007 Transit Development Plan (TDP) initiatives, develop multi-modal transit centers. These multi-modal transit centers should include: covered shelter for sitting or standing; securable bicycle rack/holders; bus pull-ins; parking spaces for park and ride, carpooling, and/or vanpooling; shipping receptacles—postal, UPS, Fed Ex, etc.; emergency telephone; lighting and landscaping; and pick up point for a taxi or Greyhound Bus.

Implementation Step 1.2.2: Promote commuter benefits (carpooling, vanpooling, and public transportation) to new and existing employers and employees.

Implementation Step 1.2.3: Encourage new and existing employers and employees to take advantage of tax benefits of commuter benefits (carpooling, vanpooling, and public transportation).

Implementation Step 1.2.4: Print and distribute area map that depicts bicycle paths, bicycle “parking”, walking trails, bus routes, park and ride lots, and rail lines.

Objective 1.3: Encourage bicycle and pedestrian and public transportation travel as viable modes of transportation.

Implementation Step 1.3.1: Bus transportation goes through the City of Gulf Breeze and to Pensacola Beach—three times a day, seven days a week. Presently five bus stops are designated in Gulf Breeze.

Implementation Step 1.3.2: Study feasibility of bus transportation in north Santa Rosa County—Pace and Milton.

Implementation Step 1.3.3: Create awareness through promotion—bicycling, walking, and riding the bus are safe and alternative modes of transportation.

Implementation Step 1.3.4: Identify existing laws—State and local.

Implementation Step 1.3.5: Assess, increase, and encourage upgrade of existing bicycle rack facilities. Current facilities are not maintained.

Implementation Step 1.3.6: In conjunction with the University of West Florida and Pensacola Junior College, implement a parking incentive program (faculty and students). This could include: parking zones by color; discounts for specific zones; stay parked in one lot—do not move

to different lot for different class; incentives to carpool, vanpool, bicycling, and riding the bus.

Objective 1.4: Enhance integration and connectivity of the transportation system across and between modes for people and freight.

Implementation Step 1.4.1: All modes need to be included and represented and all need to communicate.

Objective 1.5: Provide and maintain facilities that are necessary to facilitate the transfer of cargo between all modes of travel.

Implementation Step 1.5.1: Review Airport and Port Master Plans.

Objective 1.6: Provide Park and Ride lots to facilitate passenger transfer for all modes of travel.

Implementation Step 1.6.1: Promote existing park and ride lots, commuter benefits of carpooling, vanpooling, public transportation, and bicycles on the bus.

Implementation Step 1.6.2: Study the use of existing park and ride lots. Survey users, promote, and survey again.

Objective 1.7: Reduce delays for people and goods through increased multi-modal system capacity.

Implementation Step 1.7.1: Increase Level of Service for all modes of transportation, including freight.

Implementation Step 1.7.2: Road projects should include freight/bus/carpool/vanpool only lanes. All projects should include sidewalks, crosswalks, and bicycle lanes.

Objective 1.8: Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Implementation Step 1.8.1: Improve and enhance the traffic flow: synchronize traffic signals, carefully plan signals at hubs of activity.

Implementation Step 1.8.2: Ensure the Intelligent Transportation System Master Plan enhances the multi-modal integration of people and goods.

Goal 2: Provide multi-modal connections between new developments to reduce short trips on the major road network.

Objective 2.1: Amend local land development regulations for local governments to support the goal.

Implementation Step 2.1.1: Impose an impact fee to fund connecting corridors between new developments.

Implementation Step 2.1.2: MPO will develop model Land Development Regulations for local governments to use in amending their Land Development Codes to support neighborhood commercial developments, inter-connected developments (commercial and residential), internal access roads and alleyways in residential developments.

Objective 2.2: Provide design guidelines for developers to ensure multimodal connectivity and in or between new developments.

Implementation Step 2.2.1: MPO will develop a design manual to illustrate how to incorporate these variations in typical developments.

Implementation Step 2.2.2: MPO will develop model Land Development Codes for providing incentives to developers to include these design variations in new developments.

Goal 3: Develop and maintain a transportation system that provides for the safety and security of visitors, residents, and commerce.

Objective 3.1: Ensure that safety and security are priorities in the implementation of every goal for motorized and non-motorized users according to the MPO.

Implementation Step 3.1.1: Have MPO Staff work with the Community Traffic Safety Team (CTST) to develop a community outreach campaign about personal safety and security on the transportation system.

Implementation Step 3.1.2: Conduct a safety analysis at all major intersections with crash rate above a certain point to determine what safety features can be added (i.e. lighting, signing).

Objective 3.2: Enhance integration and connectivity of transportation system for purposes of safety, security, and emergency evacuation.

Implementation Step 3.2.1: Minimize response times of emergency vehicles by funding the ITS Master Plan.

Implementation Step 3.2.2: Add paved shoulders to roadways for vehicular safety, emergency use, and bicycle/pedestrian uses.

Implementation Step 3.2.3: Have local governments maintain acceptable evacuation clearance times on all designated hurricane evacuation routes.

Objective 3.3: Provide safe access onto roadways for all vehicles.

Implementation Step 3.3.1: Add turn lanes where necessary.

Objective 3.4: All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Implementation Step 3.4.1: Coordinate with the Local Emergency Planning Committee (LEPC) to determine what routes are used or are most appropriate for transporting hazardous materials.

Implementation Step 3.4.2: Determine what types of improvements should be made to these routes including railroad crossings, to reduce the possibility of accidents.

Goal 4: Provide a transportation system that is efficient for everyone in both time and cost.

Objective 4.1: Ensure maintenance of existing system.

Implementation Step 4.1.1: Work with FDOT to determine alternatives for short term repairs (i.e. resealing) to pavement.

Implementation Step 4.1.2: Continue to support the FDOT policy of appropriating monies to resurfacing and rehabilitation of the existing system first.

Objective 4.2: Support development and implementation of Intelligent Transportation Systems.

Implementation Step 4.2.1: Fund the ITS System as a major project priority.

Objective 4.3: Review and coordinate with local government comprehensive plans and with Congestion Management System Plan.

Implementation Step 4.3.1: Coordinate the Congestion Management System Plan with local government staffs and land development codes and comprehensive plans.

Objective 4.4: Broaden alternatives for intersections and roads (e.g. roundabout, flyovers, reversible lanes).

Implementation Step 4.4.1: Identify intersections within corridors that are listed for improvement in the Cost Feasible Plan that need special design attention.

Implementation Step 4.4.2: In conjunction with FDOT, review these intersections for various design alternatives.

Objective 4.5: Coordinate with and review utility companies' long range plans so that public utilities and transportation projects are implemented in the most cost effective manner.

Implementation Step 4.5.1: Include utility companies in the dissemination of design plans for review.

Implementation Step 4.5.2: Coordinate with the University of Florida Technology Transfer Center to conduct a utility training course in the area.

Implementation Step 4.5.3: Establish a communication process so that the staff (MPO and local governments) are informed of utility company plans.

Goal 5: Develop and maintain a socially responsible transportation system that protects and enhances a high quality of life, including but not limited to environmental, historical, cultural, and recreation.

Objective 5.1: Address environmental issues in the planning process which shall include aesthetics, signage, landscaping, and retention ponds.

Implementation Step 5.1.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 5.2: New transportation facilities will be designed to protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).

Implementation Step 5.2.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 5.3: Maintain air quality attainment.

Implementation Step 5.3.1: Implementation of this objective will be addressed through the continued coordination between local governments, the MPO, and appropriate state agencies. The Conservation Element of local government Comprehensive Plans should include Goals,

Objectives, and Policies pertaining to compliance with State air quality standards.

Objective 5.4: Provide a transportation system that protects and is in harmony with the area's social, cultural, and historic features.

Implementation Step 5.4.1: Implementation of this objective will be addressed through continued coordination between local governments, the MPO, and ECAT and continued enforcement of local government Comprehensive Plans Transportation Element Goals and Objectives.

Objective 5.5: Provide transportation equity for all persons including but not limited to the young, persons with disabilities, the economically challenged, and the elderly.

Implementation Step 5.5.1: Implementation of this objective will be addressed through continued coordination between local governments, the MPO, and ECAT and continued enforcement of local government Comprehensive Plans Transportation Element Goals and Objectives.

Objective 5.6: Ensure transportation benefits are balanced throughout the community.

Implementation Step 5.6.1: Implementation of this objective will be addressed through continued coordination between local governments, the MPO, and ECAT and continued enforcement of local government Comprehensive Plans Transportation Element Goals and Objectives.

Goal 6: Minimize transportation projects and costs by coordinating land uses and existing land conditions with appropriate transportation facilities.

Objective 6.1: The Long Range Transportation Plan shall require MPO and local government planning staffs to coordinate quarterly.

Implementation Step 6.1.1: The local government planning and MPO Staffs shall meet quarterly and consider one educational item per meeting.

Objective 6.2: The Long Range Transportation Plan projects shall be reviewed for consistency with the local government comprehensive plans at 30% or 60% design plans.

Implementation Step 6.2.1: MPO Staff and local governments shall review plans at 30% or 60% design plans from FDOT to ensure consistency with Long Range Transportation Plan, Bicycle/Pedestrian Plan, and local government comprehensive plans.

Objective 6.3: Prevent further degradation of existing facilities by implementing appropriate local government land use ordinances.

Implementation Step 6.3.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 6.4: Local governments should coordinate access management between permitting agencies according to the MPO.

Implementation Step 6.4.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans, adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies, and coordination with FDOT.

Implementation Step 6.4.2: Pursue completion of corridor studies for US 90 and US 98 through meetings between MPO and county staffs.

Objective 6.5: Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities, including stormwater management.

Implementation Step 6.5.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 6.6: Encourage urban redevelopment area green spaces in transportation related development through local government ordinances.

Implementation Step 6.6.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 6.7: Encourage developers in the local government site plan review process to include provisions for alternate forms of transportation such as compact car, motorcycle, golf cart, bicycle racks, High Occupancy Vehicle (HOV), designated park and ride lots, designated car pool, and bus.

Implementation Step 6.7.1: Implementation of this objective will be addressed through integration of the local government's Site Plan Review Process.

Goal 7: Be consistent with sustainable community principles: (1) Economic Development, (2) Environmental Protection, and (3) Social Equity.

Objective 7.1: Support economic vitality of the area by providing a transportation system that enables global economic vitality, productivity, competitiveness, and efficiency.

Implementation Step 7.1.1: Promote cruise ships to visit the Port by ensuring on shore transportation to sight-seeing destinations such as beach, museum, historical, golf courses, airports, discount malls, and trolley.

Implementation Step 7.1.2: Attract cruise ships improve connections between the port, airport, ground transportation, and passenger trains.

Implementation Step 7.1.3: Enforce truck routes to stay out of sensitive roadway i.e. port to Main Street to I-110.

Implementation Step 7.1.4: Establish Water Taxi Service between Downtown Pensacola, Naval Air Station, Gulf Islands National Seashore, and beaches.

Implementation Step 7.1.5: Encourage energy conservation by promoting automobile inspections, alternative means of transportation, and alternative fuels.

Objective 7.2: Ensure that intermodal facilities which are important to the regional economy, such as those identified in Florida's *Strategic Intermodal System*, are fully integrated into the region's transportation system resulting in a seamless, efficient network.

Implementation Step 7.2.1: Encourage a regional Interstate 65 connector.

Implementation Step 7.2.2: Promote port and airport connections between northwest Florida and other parts of Florida by advertising campaign.

Implementation Step 7.2.3: Promote northwest Florida becoming a Strategic Intermodal System Hub instead of an emerging hub.

Objective 7.3: Involve environmental regulatory agencies and citizens groups interested in environmental issues early in the planning process.

Implementation Step 7.3.1: Work to establish in the MPO Process an Environmental Advisory Committee.

Implementation Step 7.3.2: Participate in the Efficient Transportation Decision Making (ETDM) process.

Objective 7.4: Ensure no one segment of the population bears a disproportionate share of adverse impacts.

Implementation Step 7.4.1: Participate in the Efficient Transportation Decision Making (ETDM) process.

Implementation Step 7.4.2: Create GIS database for Community Impact Assessment.

Implementation Step 7.4.3: Attend community group meetings and ensure listings of community group contacts include diverse populations.

Objective 7.5: Educate MPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

Implementation Step 7.5.1: Balance economic development, environmental protection, and social equity for future generations through Long Range Transportation Planning.

Implementation Step 7.5.2: Have a sustainable community principles charrette annually and brief the MPO and Advisory Committees.

Implementation Step 7.5.3: Have staff attend training on sustainable community principles and the relationship between transportation and land use. Staff shall share training results to MPO and Advisory Committees.

August 12, 2003 BPAC Summary

The BPAC recommended approval as presented.

August 12, 2003 TCC Summary

The TCC recommended approval as presented.

August 12, 2003 CAC Summary

The CAC recommend approval as presented.

August 13, 2003 MPO Summary

The MPO adopted the Implementation Steps on August 13, 2003 (See Appendix E) with the following changes.

Deleted Implementation Step 2.1.1: ~~Impose an impact fee to fund connecting corridors between new developments.~~ The reason for deleting these words was impacts fees can only be used to fund deficiencies that the development causes and can only be spent in the benefit area where the impact fee is generated. It was also mentioned that developers like development agreements better than impact fees.

Deleted Implementation Step 2.1.2: ~~MPO will develop model Land Development Regulations to use in amending their Land Development Codes to support neighborhood commercial developments, inter-connected developments (commercial and residential), internal access roads and alleyways in residential developments.~~ The reason for deleting these words was that development agreements are better wording for developers but it only applied to Santa Rosa County.

Deleted words from Implementation Step 4.2.1: ~~Fund the ITS System as a major project priority.~~ The reason for deleting these words was the ITS System was not to be funded at the expense of a major capacity project.

Deleted words from Implementation Step 7.1.5: ~~Encourage energy conservation by promoting automobile inspections, alternative means of transportation, and alternative fuels.~~ The reason for deleting these words was automobile inspections are not an efficient means of testing air quality and are expensive and can be discriminative towards lower income people.

ADOPTED IMPLEMENTATION STEPS

Vision Statement

Our vision is to provide a multi-modal transportation system that includes bicycles, pedestrians, public transportation, freight, and automobiles.

Mission Statement

To preserve and enhance, for all people, the existing transportation system in a manner that is integrated, connected, safe, socially responsible, coordinated with appropriate land use patterns, and supports economic development of the region.

Goals, Objectives, and Implementation Steps

Goal 1: Plan and provide a multi-modal network of integrated, user friendly transportation systems for the movement of people and goods.

Objective 1.1: Create integrated connected routes for bicyclists and pedestrians in the MPO's Long Range Transportation Plan and the local government comprehensive plans, especially to school zones and tourist areas.

Implementation Step 1.1.1: MPO assurance that the Long Range Transportation Plan is coordinated with the comprehensive plans of local governments. Other interested parties should include chambers of commerce, Visitor's Information Center, Haas Center, and Interstate Welcome Centers.

Implementation Step 1.1.2: MPO and local school boards should meet to discuss the needs and concerns of interest parties. For example, school accessibility via bicycle paths, sidewalks, and crosswalks such as the Safe Ways to School Program. Access the school zone lights and traffic monitors. Study the feasibility of using public transportation to schools reducing the need and cost of school transportation.

Objective 1.2: Provide multi-modal linkages to increase the range of choice to provide motorized and non-motorized means to connect with other modes of travel.

Implementation Step 1.2.1: As stated in Escambia County Area Transit (ECAT) 2003-2007 Transit Development Plan (TDP) initiatives, develop multi-modal transit centers. These multi-modal transit centers should include: covered shelter for sitting or standing; securable bicycle rack/holders; bus pull-ins; parking spaces for park and ride, carpooling, and/or vanpooling; shipping receptacles—postal, UPS,

Fed Ex, etc.; emergency telephone; lighting and landscaping; and pick up point for a taxi or Greyhound Bus.

Implementation Step 1.2.2: Promote commuter benefits (carpooling, vanpooling, and public transportation) to new and existing employers and employees.

Implementation Step 1.2.3: Encourage new and existing employers and employees to take advantage of tax benefits of commuter benefits (carpooling, vanpooling, and public transportation).

Implementation Step 1.2.4: Print and distribute area map the depicts bicycle paths, bicycle “parking”, walking trails, bus routes, park and ride lots, and rail lines.

Objective 1.3: Encourage bicycle and pedestrian and public transportation travel as viable modes of transportation.

Implementation Step 1.3.1: Bus transportation goes through the City of Gulf Breeze and to Pensacola Beach—three times a day, seven days a week. Presently five bus stops are designated in Gulf Breeze.

Implementation Step 1.3.2: Study feasibility of bus transportation in north Santa Rosa County—Pace and Milton.

Implementation Step 1.3.3: Create awareness through promotion—bicycling, walking, and riding the bus are safe and alternative modes of transportation.

Implementation Step 1.3.4: Identify existing laws—State and local.

Implementation Step 1.3.5: Assess, increase, and encourage upgrade of existing bicycle rack facilities. Current facilities are not maintained.

Implementation Step 1.3.6: In conjunction with the University of West Florida and Pensacola Junior College, implement a parking incentive program (faculty and students). This could include: parking zones by color; discounts for specific zones; stay parked in one lot—do not move to different lot for different class; incentives to carpool, vanpool, bicycling, and riding the bus.

Objective 1.4: Enhance integration and connectivity of the transportation system across and between modes for people and freight.

Implementation Step 1.4.1: All modes need to included and represented and all need to communicate.

Objective 1.5: Provide and maintain facilities that are necessary to facilitate the transfer of cargo between all modes of travel.

Implementation Step 1.5.1: Review Airport and Port Master Plans.

Objective 1.6: Provide Park and Ride lots to facilitate passenger transfer for all modes of travel.

Implementation Step 1.6.1: Promote existing park and ride lots, commuter benefits of carpooling, vanpooling, public transportation, and bicycles on the bus.

Implementation Step 1.6.2: Study the use of existing park and ride lots. Survey users, promote, and survey again.

Objective 1.7: Reduce delays for people and goods through increased multi-modal system capacity.

Implementation Step 1.7.1: Increase Level of Service for all modes of transportation, including freight.

Implementation Step 1.7.2: Road projects should include freight/bus/carpool/vanpool only lanes. All projects should include sidewalks, crosswalks, and bicycle lanes.

Objective 1.8: Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.

Implementation Step 1.8.1: Improve and enhance the traffic flow: synchronize traffic signals, carefully plan signals at hubs of activity.

Implementation Step 1.8.2: Ensure the Intelligent Transportation System Master Plan enhances the multi-modal integration of people and goods.

Goal 2: Provide multi-modal connections between new developments to reduce short trips on the major road network.

Objective 2.1: Provide design guidelines for developers to ensure multimodal connectivity and in or between new developments.

Implementation Step 2.1.1: MPO will develop a design manual to illustrate how to incorporate these variations in typical developments.

Implementation Step 2.1.2: MPO will develop model Land Development Codes for providing incentives to developers to include these design variations in new developments.

Goal 3: Develop and maintain a transportation system that provides for the safety and security of visitors, residents, and commerce.

Objective 3.1: Ensure that safety and security are priorities in the implementation of every goal for motorized and non-motorized users according to the MPO.

Implementation Step 3.1.1: Have MPO Staff work with the Community Traffic Safety Team (CTST) to develop a community outreach campaign about personal safety and security on the transportation system.

Implementation Step 3.1.2: Conduct a safety analysis at all major intersections with crash rate above a certain point to determine what safety features can be added (i.e. lighting, signing).

Objective 3.2: Enhance integration and connectivity of transportation system for purposes of safety, security, and emergency evacuation.

Implementation Step 3.2.1: Minimize response times of emergency vehicles by funding the ITS Master Plan.

Implementation Step 3.2.2: Add paved shoulders to roadways for vehicular safety, emergency use, and bicycle/pedestrian uses.

Implementation Step 3.2.3: Have local governments maintain acceptable evacuation clearance times on all designated hurricane evacuation routes.

Objective 3.3: Provide safe access onto roadways for all vehicles.

Implementation Step 3.3.1: Add turn lanes where necessary.

Objective 3.4: All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.

Implementation Step 3.4.1: Coordinate with the Local Emergency Planning Committee (LEPC) to determine what routes are used or are most appropriate for transporting hazardous materials.

Implementation Step 3.4.2: Determine what types of improvements should be made to these routes including railroad crossings, to reduce the possibility of accidents.

Goal 4: Provide a transportation system that is efficient for everyone in both time and cost.

Objective 4.1: Ensure maintenance of existing system.

Implementation Step 4.1.1: Work with FDOT to determine alternatives for short term repairs (i.e. resealing) to pavement.

Implementation Step 4.1.2: Continue to support the FDOT policy of appropriating monies to resurfacing and rehabilitation of the existing system first.

Objective 4.2: Support development and implementation of Intelligent Transportation Systems.

Implementation Step 4.2.1: Fund the ITS System.

Objective 4.3: Review and coordinate with local government comprehensive plans and with Congestion Management System Plan.

Implementation Step 4.3.1: Coordinate the Congestion Management System Plan with local government staffs and land development codes and comprehensive plans.

Objective 4.4: Broaden alternatives for intersections and roads (e.g. roundabout, flyovers, reversible lanes).

Implementation Step 4.4.1: Identify intersections within corridors that are listed for improvement in the Cost Feasible Plan that need special design attention.

Implementation Step 4.4.2: In conjunction with FDOT, review these intersections for various design alternatives.

Objective 4.5: Coordinate with and review utility companies' long range plans so that public utilities and transportation projects are implemented in the most cost effective manner.

Implementation Step 4.5.1: Include utility companies in the dissemination of design plans for review.

Implementation Step 4.5.2: Coordinate with the University of Florida Technology Transfer Center to conduct a utility training course in the area.

Implementation Step 4.5.3: Establish a communication process so that the staff (MPO and local governments) are informed of utility company plans.

Goal 5: Develop and maintain a socially responsible transportation system that protects and enhances a high quality of life, including but not limited to environmental, historical, cultural, and recreation.

Objective 5.1: Address environmental issues in the planning process which shall include aesthetics, signage, landscaping, and retention ponds.

Implementation Step 5.1.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 5.2: New transportation facilities will be designed to protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).

Implementation Step 5.2.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 5.3: Maintain air quality attainment.

Implementation Step 5.3.1: Implementation of this objective will be addressed through the continued coordination between local governments, the MPO, and appropriate state agencies. The Conservation Element of local government Comprehensive Plans should include Goals, Objectives, and Policies pertaining to compliance with State air quality standards.

Objective 5.4: Provide a transportation system that protects and is in harmony with the area's social, cultural, and historic features.

Implementation Step 5.4.1: Implementation of this objective will be addressed through continued coordination between local governments, the MPO, and ECAT and continued enforcement of local government Comprehensive Plans Transportation Element Goals and Objectives.

Objective 5.5: Provide transportation equity for all persons including but not limited to the young, persons with disabilities, the economically challenged, and the elderly.

Implementation Step 5.5.1: Implementation of this objective will be addressed through continued coordination between local governments, the MPO, and ECAT and continued enforcement of local government Comprehensive Plans Transportation Element Goals and Objectives.

Objective 5.6: Ensure transportation benefits are balanced throughout the community.

Implementation Step 5.6.1: Implementation of this objective will be addressed through continued coordination between local governments, the MPO, and ECAT and continued enforcement of local government Comprehensive Plans Transportation Element Goals and Objectives.

Goal 6: Minimize transportation projects and costs by coordinating land uses and existing land conditions with appropriate transportation facilities.

Objective 6.1: The Long Range Transportation Plan shall require MPO and local government planning staffs to coordinate quarterly.

Implementation Step 6.1.1: The local government planning and MPO Staffs shall meet quarterly and consider one educational item per meeting.

Objective 6.2: The Long Range Transportation Plan projects shall be reviewed for consistency with the local government comprehensive plans at 30% or 60% design plans.

Implementation Step 6.2.1: MPO Staff and local governments shall review plans at 30% or 60% design plans from FDOT to ensure consistency with Long Range Transportation Plan, Bicycle/Pedestrian Plan, and local government comprehensive plans.

Objective 6.3: Prevent further degradation of existing facilities by implementing appropriate local government land use ordinances.

Implementation Step 6.3.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 6.4: Local governments should coordinate access management between permitting agencies according to the MPO.

Implementation Step 6.4.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans, adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies, and coordination with FDOT.

Implementation Step 6.4.2: Pursue completion of corridor studies for US 90 and US 98 through meetings between MPO and county staffs.

Objective 6.5: Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities, including stormwater management.

Implementation Step 6.5.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 6.6: Encourage urban redevelopment area green spaces in transportation related development through local government ordinances.

Implementation Step 6.6.1: Implementation of this objective will be addressed through adoption of Goals, Objectives, and Policies in local government comprehensive plans and adoption and provisions in local government land development regulations to implement the Goals, Objectives, and Policies.

Objective 6.7: Encourage developers in the local government site plan review process to include provisions for alternate forms of transportation such as compact car, motorcycle, golf cart, bicycle racks, High Occupancy Vehicle (HOV), designated park and ride lots, designated car pool, and bus.

Implementation Step 6.7.1: Implementation of this objective will be addressed through integration of the local government's Site Plan Review Process.

Goal 7: Be consistent with sustainable community principles: (1) Economic Development, (2) Environmental Protection, and (3) Social Equity.

Objective 7.1: Support economic vitality of the area by providing a transportation system that enables global economic vitality, productivity, competitiveness, and efficiency.

Implementation Step 7.1.1: Promote cruise ships to visit the Port by ensuring on shore transportation to sight-seeing destinations such as beach, museum, historical, golf courses, airports, discount malls, and trolley.

Implementation Step 7.1.2: Attract cruise ships improve connections between the port, airport, ground transportation, and passenger trains.

Implementation Step 7.1.3: Enforce truck routes to stay out of sensitive roadway i.e. port to Main Street to I-110.

Implementation Step 7.1.4: Establish Water Taxi Service between Downtown Pensacola, Naval Air Station, Gulf Islands National Seashore, and beaches.

Implementation Step 7.1.5: Encourage energy conservation by promoting alternative means of transportation, and alternative fuels.

Objective 7.2: Ensure that intermodal facilities which are important to the regional economy, such as those identified in Florida's *Strategic Intermodal System*, are fully integrated into the region's transportation system resulting in a seamless, efficient network.

Implementation Step 7.2.1: Encourage a regional Interstate 65 connector.

Implementation Step 7.2.2: Promote port and airport connections between northwest Florida and other parts of Florida by advertising campaign.

Implementation Step 7.2.3: Promote northwest Florida becoming a Strategic Intermodal System Hub instead of an emerging hub.

Objective 7.3: Involve environmental regulatory agencies and citizens groups interested in environmental issues early in the planning process.

Implementation Step 7.3.1: Work to establish in the MPO Process an Environmental Advisory Committee.

Implementation Step 7.3.2: Participate in the Efficient Transportation Decision Making (ETDM) process.

Objective 7.4: Ensure no one segment of the population bears a disproportionate share of adverse impacts.

Implementation Step 7.4.1: Participate in the Efficient Transportation Decision Making (ETDM) process.

Implementation Step 7.4.2: Create GIS database for Community Impact Assessment.

Implementation Step 7.4.3: Attend community group meetings and ensure listings of community group contacts include diverse populations.

Objective 7.5: Educate MPO members, staff, and advisory committee members regarding the applications of sustainable community principles.

Implementation Step 7.5.1: Balance economic development, environmental protection, and social equity for future generations through Long Range Transportation Planning.

Implementation Step 7.5.2: Have a sustainable community principles charrette annually and brief the MPO and Advisory Committees.

Implementation Step 7.5.3: Have staff attend training on sustainable community principles and the relationship between transportation and land use. Staff shall share training results to MPO and Advisory Committees.

12.0 Environmental Mitigation

Florida's Efficient Transportation Decision-making (ETDM) Process links land use, transportation, and environmental resource planning initiatives through early, interactive agency and community involvement. Florida's Department of Transportation (FDOT) expects that this linkage will improve decisions and greatly reduce the time, effort, and cost to reach transportation decisions. Efficiency will be gained by two screening steps and an efficient permitting process built into the transportation planning and project development process.

"With the ETDM process in place transportation systems in Florida will be cleaner, smarter and cheaper. We'll be able to cost effectively address mobility and accessibility issues while protecting the environment."

Alan Powell, U.S. EPA

One of the eight new planning factors of SAFETEA-LU is to protect and enhance the environment. The FDOT developed the ETDM Process in response to Congress' call to "streamline" the environmental review and permitting process (Section 1309 of TEA-21 and Section 6002 of SAFETEA-LU). The ETDM Process was developed over a three-year period in collaboration with MPOs and federal and state resource agencies. FDOT's federal transportation partners included Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the US Army Corps of Engineers, US Fish and Wildlife Service, National Marine Fisheries Service and the US Coast Guard. The following vision statement guided development of a comprehensive process that FDOT began implementing in the spring of 2003:

"It is our vision to improve transportation decision making in a way that protects our natural and human environmental resources. It is our goal that we, as environmental resource and transportation agencies, establish a systematic approach that integrates land use, social, economic, environmental, and transportation considerations. This approach will include the active participation of Federal, State and Local agencies, and the public. It will lead to decisions that provide the highest quality of life and an optimal level of mobility for the public we serve."

Collaborating agencies signed the ETDM Memorandum of Understanding. Program implementation details and funding requirements are documented in Agency Operating and Funding Agreements. Expected ETDM benefits include early identification of avoidance/

12.0 Environmental Mitigation

minimization options, socioeconomic effects balanced with natural environment, disputed projects addressed before programming, attention focused on key technical issues, not on proving the negative, agencies and affected community have ready access to quality data and summary reports provide feedback. Upon completion of the technical project reviews by members of the ETDM Environmental Technical Advisory Team (ETAT) and publication of a project summary report, project information is made available to citizens and non-governmental agencies.

The ETDM process was incorporated into the LRTP during the needs assessment process. Data required for the ETDM screening process was gathered for each of the adopted needs assessment roadway projects. The data included purpose and need statements for each roadway segment in the study area. These statements included: project limits, project length, directional orientation, length, current functional classification, current access management classification, number of existing travel lanes, stormwater capture and treatment, proposed action to be taken, regional connectivity, future growth, future traffic, parallel facilities, bikeways and sidewalks, transit, land use issues, and a summary of public comments. All of the needs plan projects were screened through the ETDM process so that if, at any time, a needs plan project should become cost feasible, it will have already been processed through the ETDM process.

The roadway projects were screened by the Environmental Technical Advisory Team (ETAT). ETATs have been created in each of FDOT's seven districts to provide for early interagency coordination during planning and programming. Each ETAT has between 12 and 20 members and may include representatives from:

- USDOT Modal Administrations (FHWA, FTA)
- National Marine Fisheries Service
- National Park Service
- Florida Department of Transportation
- Florida Fish and Wildlife Conservation Commission
- MPO's within FDOT District
- Regional Planning Councils
- Water Management Districts

12.0 Environmental Mitigation

- Native American Tribal Governments Natural Resources Conservation Service
- Natural Resources Conservation Service
- U.S. Army Corps of Engineers
- U. S. Environmental Protection Agency
- U. S. Fish and Wildlife Service
- U. S. Forest Service
- Florida Department of Agriculture and Consumer Services
- Florida Department of Community Affairs
- Florida Department of Environmental Protection
- Florida Department of State — Division of Historical Resources

Each agency appoints its ETAT representative(s), and delegates to them the authority and responsibility to internally coordinate transportation reviews and to represent agency positions. ETAT representatives then provide agency responses to the transportation planning entity (FDOT or the MPO). The planning screen process allows agencies to comment on the impact of projects very early in the planning process. Project concepts may then be adjusted to avoid or minimize adverse impacts, consider mitigation strategies, and improve costs estimates. Indirect and cumulative impacts are evaluated on a project and system-wide basis in connection with the Planning Screen. The interrelationship between land use, ecosystem management, and mobility could then be considered in integrated agency planning.

A second screening process, the programming screen, will occur before projects enter the FDOT work program. Information to be used for the later NEPA process continues at the Programming Screen with the development of the Advance Notification (AN) package by FDOT. ETAT input provides "agency scoping" requirements to satisfy NEPA and other pertinent laws that are addressed during NEPA. At the Programming Screen stage, ETAT members are offered an opportunity to accept or comment on the Purpose and Need Statement, update the environmental reviews conducted at the Planning Screen, identify required technical studies, and opt out of further involvement.

12.0 Environmental Mitigation

As mentioned previously, all of the needs assessment projects were submitted for the planning screen. Comments received through the ETDM planning screen process were considered when identifying projects that would become part of the cost feasible plan. Projects with significant red flags were not included or were revised before inclusion in the Cost Feasible Plan. Should additional revenues become available in the future, the comments received in the screening process will be considered when evaluating which projects to include as cost feasible from the needs assessment.