

**Florida-Alabama Transportation Planning Organization**



**FY 2027 - FY2031 Project Priorities Document**

**Prepared by**



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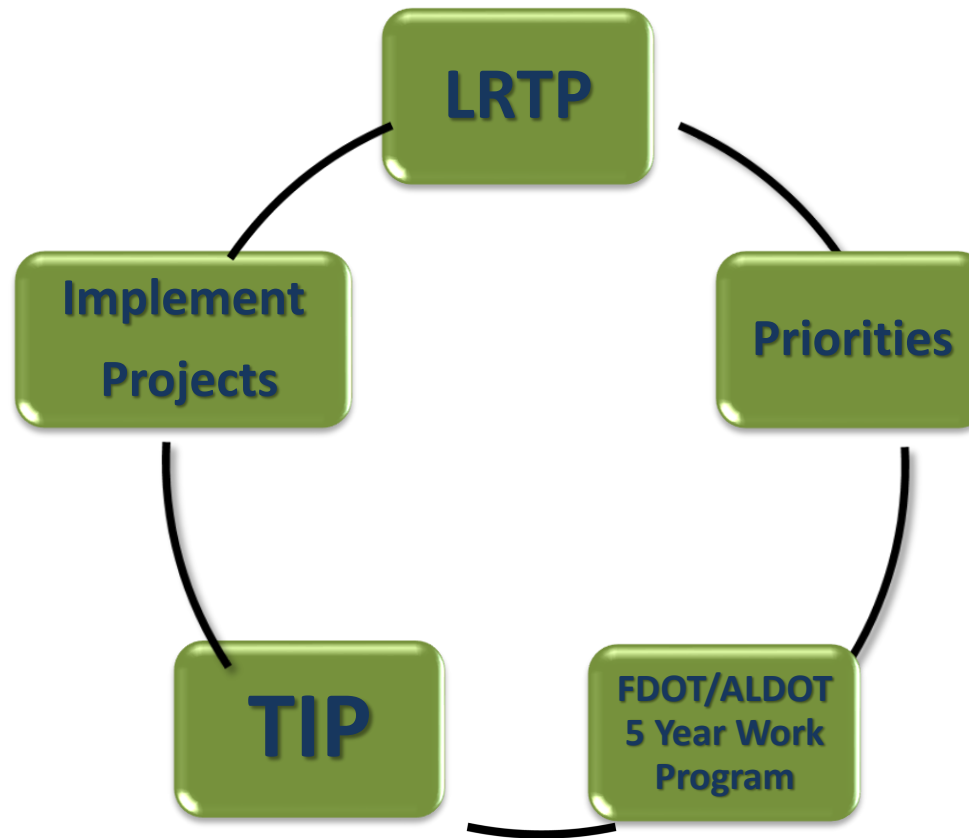
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- Appendix A – Regional Intelligent Transportation System (ITS) Master Plan Projects
- Appendix B – Evaluation Criteria
- Appendix C – Public Outreach Report and Public Comments
- Appendix D – Resolution FL-AL 25-04

## INTRODUCTION

The Florida-Alabama Transportation Planning Organization (TPO), staffed by the Emerald Coast Regional Council, is tasked with developing Project Priorities. Project Priorities, which are essentially the Cost Feasible Plan element of the Long Range Transportation Plan (LRTP), are usually approved in May each year and are due to the State Departments of Transportation by August 1<sup>st</sup>. The adopted Project Priorities are used by the State Departments of Transportation to develop a five-year Work Program. This five-year Work Program is then used by the TPO to develop its five-year Transportation Improvement Program (TIP). The TIP is also adopted by the TPO at its May meeting each year. The chart below explains the process identified above.



The projects listed in this Project Priorities document are identified by the following tables:

- Capacity Projects (Tables 1-3).
- Transportation System Management Projects (Table 4).
- Transportation Alternatives Program Projects (Table 5).
- Alabama Alternative Mode Projects (Table 6).
- Public Transportation Related Projects (Tables 7-8).
- Aviation Projects (Tables 9-10).
- Port Projects (Table 11).
- SUN Trail Projects (Table 12).

## **METHODOLOGY**

- Capacity projects are based on the 2045 LRTP. Completed projects are removed from the list, projects that are scheduled for construction in the first three years are moved to the committed list, and new projects are placed at the end of the priorities list and ranked by cost of the funding set asides and construction projects. The capacity priority project in Alabama is fully funded.
- Transportation System Management Projects are ranked based on TPO approved criteria. Projects were provided by the Florida Department of Transportation.
- Transportation Alternatives Program Projects are ranked based on TPO approved criteria.
- The Alternative Modes Projects are for the Alabama portion of the TPO.
- Public Transportation Related Projects are listed by potential grants and are furnished by the TPO's Public Transportation Staff in consultation with the region's public transportation providers
- Aviation Project Priorities are furnished by the Pensacola International Airport and Peter Prince Field/Santa Rosa County staff.
- Port Project Priorities are provided by the Port of Pensacola.
- SUN Trail Project Priorities were submitted by the City of Pensacola and the City of Gulf Breeze and are ranked based upon TPO approved criteria.

The Capacity, Transportation System Management, Transportation Alternatives Program, and SUN Trail Projects have separate Evaluation Criteria to rank projects. The Evaluation Criteria for these four categories are listed in Appendix B. However, **the TPO has the final decision on how the Project Priorities are ranked.**

## **PUBLIC INVOLVEMENT**

Public Outreach for the FY 2027-2031 Project Priorities took place from March 10, 2025 — April 25, 2025 and a Public Outreach Report is included in Appendix C. In addition, two TPO and Advisory Committee workshops (March 12 and April 9, 2025) and one public workshop (April 9, 2025) were in person as well as virtual as part of the development of the FY 2027-2031 Project Priorities. Each of the workshops and the public outreach were advertised in the Florida-Administrative Register. An e-mail notice was also sent to the TPO and Advisory Committee Members. News releases were distributed to media outlets and meeting information was promoted through social media sites. Flyers were created and emailed to members of the TPO and advisory committees.

Comments from the public involvement opportunities were identified in the TPO and Advisory Committee Members May agenda enclosure. A Public Forum was also held at the TPO meeting in May. No comments on the Project Priorities were made during the Public Forum. However, the TPO voted to adopt the priorities with two changes listed below based on their discussion of the priorities. The comments from the public involvement opportunities are included in Appendix C. The Project Priorities Tables from drafts through adoption were posted on the web site for review and comment. The Project Priorities schedule was reviewed at the February TPO Meeting and the Project Priorities were approved at the May TPO Meeting (see Resolution FL-AL 25-04 in Appendix D) with the following changes:

### **TABLE 4 TSM:**

- Table 4 TSM Priority #7 “SR 281 Avalon Boulevard at Del Monte Street”. Added the project at the bottom of the list with the priority being a traffic signal that has been warranted by FDOT.

### **TABLE 11 PORT OF PENSACOLA:**

- Table 11 Port of Pensacola Seaport Project Priorities. Updated the previous priorities based on a new set of priorities provided by the Port of Pensacola.

**Table 1 - FY 27-31 Non Strategic Intermodal System (Non-SIS) Project Priorities - Florida**

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
1A	<b>Regional ITS Plan Projects</b>	4515241	Phase	2026	2027	2028	2029	2030	Fiber Optic Technology	ESC./SRC.	N/A	\$5,000,000 in FY31 for Fiber Optic/Technology
	Regional Traffic Mgt Center			\$16,732,541								
	Repayment of Local Funds				\$5,767,459							
	Fiber Optic Technology (Esc. Co.)	4515422	PE	\$179,333								
	Fiber Optic Technology (SR. Co.)	4515423	PE	\$357,667								
	Fiber Optic Technology	requested				\$872,124						
	Fiber Optic on Hwy 98 SRC "SU"	requested					\$4,239,073					
	Fiber Optic Technology	requested						\$5,000,000				
1B	<b>ATMS Operations</b>	4125452	Phase	2026	2027	2028	2029	2030	ATMC Operations	ESC./SRC.	N/A	\$1,200,000 in FY 31
			OPS	\$400,000	\$500,000	\$500,000	\$500,000	\$500,000				
			Requested	OPS	\$1,000,000	\$1,200,000	\$1,200,000	\$1,200,000				
2	<b>Other Transportation Needs</b>	NA	Phase	2026	2027	2028	2029	2030	TBD	ESC./SRC.	N/A	TBD
3	<b>Pine Forest Road</b> CR 297A to I-10	4410562	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	ESC.	N/A	ROW
		4410563										
4	<b>Nine Mile Road</b> Mobile Highway to Pine Forest Road	2186055	Phase	2026	2027	2028	2029	2030	Capacity and Navy Federal Credit Union Improvements/Pedestrian Overpass at Beulah Middle School	ESC.	5.8	PD&E Re-Evaluation
		2185192										
5	<b>Sorrento Road</b> Innerarity Point Road to Blue Angel Parkway	4210114	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes (ROW and CST not in 2045 CFP)	ESC.	5.116	PE
6	<b>US 29 Connector</b> Nine Mile Road to Muscogee Road	4331134	Phase	2026	2027	2028	2029	2030	Widen/New 4 Lane Facility	ESC.	N/A	PE
		4331136										
7	<b>US 90</b> SR 87N Stewart St. to CR 89/Ward Basin Rd.	4409152	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	SRC.	1.584	ROW
8	<b>US 90</b> Glover Lane/Old US 90 to SR 87N Stewart St.	4409151	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	SRC.	1.423	ROW
9	<b>US 90</b> CR 89/Ward Basin Rd. to SR 87S	4409153	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	SRC.	3.134	ROW
10	<b>Davis Highway and Dr. Martin Luther King, Jr. Drive/Alcaniz Street</b> Wright Street to Fairfield Drive	NA	Phase	2026	2027	2028	2029	2030	Two-Way Conversion (ROW and CST not in 2045 CFP)	ESC.	4.99	PE
11	<b>US 90</b> Escambia Co. Line to Simpson River Bridge	2204365	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes (ROW and CST not in 2045 CFP)	SRC.	1.33	PE
12	<b>US 90</b> Simpson River Bridge to Third Avenue	2204366	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	SRC.	2.23	PE
13	<b>US 90</b> Third Avenue to CR (197 Bell Lane)	2204367	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes (CST not in 2045 CFP)	SRC.	3.68	PE
14	<b>US 90</b> CR (197 Bell Lane) to Glover Lane	2204368	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes (ROW and CST not in 2045 CFP)	SRC.	3.21	PE

**Table 1 - FY 27-31 Non Strategic Intermodal System (Non-SIS) Project Priorities - Florida**

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
15	<b>Gulf Beach Highway</b> Fairfield Drive to Navy Boulevard	2184932	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes (ROW and CST not in 2045 CFP)	ESC.	1.892	PE
16	<b>Sorrento Road/Gulf Beach Highway</b> Blue Angel Parkway to Fairfield Drive	2184933	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes (ROW and CST not in 2045 CFP)	ESC.	3.324	PE
17	<b>Burgess Road</b> US 29 to Hilburn Road	2184291	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	ESC.	1.912	CST (Temporary Construction Easements will need to be purchased)
18	<b>Fairfield Drive</b> Mobile Highway to Lillian Highway	NA	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes (ROW and CST not in 2045 CFP)	ESC.	4.2	PD&E
19	<b>US 90</b> Scenic Highway to Santa Rosa County Line	2204362	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes (ROW and CST not in 2045 CFP)	ESC.	0.813	PE
20	<b>Navarre Community Access Road</b> Edgewood Drive to Whispering Pines Road	4369021	Phase	2026	2027	2028	2029	2030	Construction 2 Lane Connectivity (ROW and CST not in 2045 CFP)	SRC.	7.6	PE
21	<b>Langley Av./Tippin Av./9th Av.</b>	2186202	Phase	2026	2027	2028	2029	2030	Major Intersection Improvement (ROW and CST not in 2045 CFP)	ESC.	1.069	PD&E
22	<b>US 90 (W. Cervantes Street)</b> Dominguez Street to A Street	NA	Phase	2026	2027	2028	2029	2030	Road Diet	ESC.	2.25	PE
23	<b>SR 87A New Connector</b> US 90 to CR 191 (Munson Highway)	4167488	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	SRC.	3.3	ROW
24	<b>SR 87A New Connector</b> CR 191 (Munson Highway) to SR 87N	4167489	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	SRC.	4.11	ROW
25	<b>US 98 Multimodal Overpass</b> Gulf Breeze	4515721	Phase	2026	2027	2028	2029	2030	Overpass	SRC.	0.031	CST

**ABBREVIATIONS:**  
 PD&E - Project Development and Environment Study  
 PE - Preliminary Engineering (Design)  
 ROW - Right-of-Way  
 CST - Construction  
 SIS - Strategic Intermodal System (FDOT roadway designation)  
 DSB - Design Build  
 ENV - Environmental

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

<b>Main Street</b> Barrancas Avenue to Clubbs Street	4409041	Phase	2026	2027	2028	2029	2030	Sidewalks	ESC.	0.785	Fully Funded
		CST		\$2,548,048							

**Table 2 - FY 27-31 Strategic Intermodal System (SIS) Project Priorities - Florida**

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought
1	I-10 E. of EB Weigh Station to E. of Nine Mile Rd.	4379052	Phase CST ENV RR and UT ROW	2026	2027	2028	2029	2030 \$265,668,942 \$251,000 \$1,600,000	Widen to 6 Lanes (includes reconstructing interchange at Nine Mile Road as Diverging Diamond Interchange)	ESC.	3.385	Additional ROW and CST
2	I-10 E of Nine Mile Road to W. of SR 95 (US 29)	4379053	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes (includes reconstructing interchange at Pine Forest Road as Diverging Diamond Interchange)	ESC.	4.786	ROW
3	Blue Angel Parkway Sorrento Road to US 98	4210121	Phase	2026	2027	2028	2029	2030	Widen to 4 Lanes	ESC.	3.239	CST
4	US 98 East of Ortega Street to Okaloosa Co. Line	2204265	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	SRC.	3.435	ROW
5	US 98 E. of Ramble Bay Lane to E. of Ortega Street	2204266	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	SRC.	2.428	PE
6	US 98 Portside Drive to Bergren Road	2204263	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	SRC.	5.473	ROW
7	US 98 Bergren Road to East of Ramble Bay Lane	2204264	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	SRC.	4.578	PE
8	I-10 Avalon Boulevard to SR 87	4130624, 6, 7	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes (includes interchange improvements at SR 281, S. Garcon Point Rd, CR 89, and SR 87)	SRC.	9.57	PE
9	I-10 SR 87 to Miller Bluff Road	4130628	Phase PE	2026	2027 \$4,950,000	2028	2029	2030	Widen to 6 Lanes	SRC.	5.284	ROW
10	US 98 W of BayBridge Drive to E of BayShore Road	2204268	Phase PD&E	2026 \$2,310,000	2027	2028	2029	2030	Interchange	SRC.	4.61	PE
11	Pine Forest Road I-10 to Pine Forest Drive	4410562	Phase	2026	2027	2028	2029	2030	Widen to 6 Lanes	ESC.	0.48	ROW

PD&E - Project Development and Environment Study  
PE - Preliminary Engineering (Design)  
ROW - Right-of-Way  
CST - Construction  
SIS - Strategic Intermodal System (FDOT roadway designation)  
DSB - Design Build  
ENV - Environmental  
RR - Railroad  
UT - Utilities

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

I-10/US 29 Interchange	2224761	Phase RR and UT	2026 \$1,162,052	2027 \$500,000	2028	2029	2030	Interchange	ESC.	5.82	Fully Funded
I-10 at Beulah Road	4331131	Phase CST ENV RR and UT	2026	2027 \$274,908,564 \$3,158,000 \$2,600,000	2028	2029	2030	Widen to 6 Lanes (includes reconstructing interchange at Nine Mile Road as Diverging Diamond Interchange)	ESC.	3.087	Fully Funded



**Table 3 - FY 27-31 Capacity Project Priorities - Alabama**

Priority Rank	Project Name/Limits	ALDOT CPMS#	Programmed Funding					Project/Strategy	County	Length (miles)	Funding Sought
			Phase	2026	2027	2028	2029	2030			

PD&E - Project Development and Environment Study

PE - Preliminary Engineering (Design)

ROW - Right-of-Way

UT - Utility

CST - Construction

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

Project Name/Limits	CPMS#	Phase	2026	2027	2028	2029	2030				
<b>SR 180 (Canal Road Bypass) Option A</b>	100075086	CST	\$9,000,000					Major Intersecton Improvement - New Bypass Alignment	BAL.	0.4	Fully Funded
SR 180 (Canal Rd.) to SR 161 (Orange Beach Blvd.)	100075085	UT	\$1,102,104								
<b>SR 180 (Canal Rd.)</b>		Phase	2026	2027	2028	2029	2030	5 Lane Divided	BAL.	0.75	Fully Funded
Beaver Creek Lane to Foley Beach Express	100076980	CST	\$3,060,300								

**Table 4 - FY 27-31 Transportation System Management (TSM) Project Priorities**

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
1	1	SR 297 (ESC)	Wild Lake Blvd	Construct NBRT, SBRT, NBLT Close median	NA	NA
FDOT Comments: Need Design, R/W and Construction. ID 454261-1						
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
2	0	SR 30 (US 98) (Chase Street) (ESC)	Tarragona Street	Reconstruct Signal and Radius	NA	NA
FDOT Comments: Need Design and Construction (RW determination underway). ID 456370-1						
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
3	0	SR 173 (Blue Angel) (ESC)	Grand Bahama	Construct Traffic Signal	NA	NA
FDOT Comments: Design Complete; Need Construction. ID 220918-2						
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
4	0	SR 99 (ESC)	Frank Reeder Road	NBLT/SBLT, NBRT EXT	NA	NA
FDOT Comments: Need Design and Construction (RW determination underway). ID 456372-1						
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
5	0	SR 10 (US 90A) (9 Mile) (ESC)	Pine Cone Drive	Traffic Signal, WBRT	NA	NA
FDOT Comments: Need Design and Construction (RW determination underway). ID 456371-1						
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
6	0	SR 10A Mobile Hwy (ESC)	SR 297 Pine Forest Road/ Escambia County Fairground (from Bellview Ave to Godwin Ln)	Traffic Signal upgrades, turn lane geomery and extensions, access mangement, pedestrian	NA	NA
FDOT Comments: Need Design, RW and Construction.						
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate
7	0	SR 281 (Avalon Blvd.) (SRC)	Del Monte Street	Traffic Signal	NA	NA
FDOT Comments: Traffic Signal is warranted.						

PE - Preliminary Engineering (Design)  
ROW - Right-of-Way  
CST - Construction  
RR and UT - Railroad and Utility

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

SR10 (US 90) Davis Highway at SR 10A (US 90) Scenic Hwy.	4509831	Phase	2026	2027	2028	2029	2030	Turn Lanes	ESC.	0.09
		CST		\$3,186,644						
SR 10 (US 90) West Spencer Field Drive	4477921	Phase	2026	2027	2028	2029	2030	Traffic Signals	SRC.	0.256
		CST	\$2,798,390							
		RR and UT	\$60,000							

**Table 5 - FY 27-31 Transportation Alternatives (TA) Project Priorities**

Priority	FDOT WP#	Project	Limits	Description	Phases
1	NA	North J Street (Pensacola)	Garden Street to W Brainerd Street	Sidewalk	Preliminary Engineering/ Design, Construction, CEI, Other \$898,406
2	NA	East Maxwell Street (Pensacola)	North Palafox Street to North Hayne Street	Sidewalk	Preliminary Engineering/ Design, Construction, CEI, Other \$939,414
3	NA	Benny Russell Park (SRC)	Hamilton Lane to Benny Russell Park	Multi-Use Trail	Construction \$243,973

PD&E - Project Development and Environment Study  
PE - Preliminary Engineering (Design)  
ROW - Right-of-Way  
CST - Construction

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

Legion Field Park/Global Learning Academy L. St/Yield Street from Gregory to Cervantes Gregory from North I St. to Pace Blvd. Wright St. from Pace Blvd.to North P Street	4499171	Phase	2026	2027	2028	2029	2030	Sidewalks	ESC.	0.893
		CST	\$1,696,633							
<b>North Hayne Street</b> East Blunt Street to East Jordan Street	4517241	CST	\$886,720					Bike/Path/Trail	ESC.	0.404
<b>North Hayne Street</b> East Cervantes Street to East Blount Street	4517242	CST	\$918,634					Bike/Path/Trail	ESC.	0.46
<b>SR 173 (Blue Angel Parkway)</b> CR 292A (Gulf Beach Hwy) to SR 292 (Sorrento)	4536051	CST		\$2,253,328				Bike/Path/Trail	ESC.	1.62

**Table 6: FY 27-31 Alternative Modes Project Priorities - Alabama**

Priority Rank	Project Name/Limits	ALDOT CPMS#	Programmed Funding					Project/Strategy	County	Length (miles)	Funding Sought
			Phase	2026	2027	2028	2029	2030			

PD&E - Project Development and Environment Study  
 PE - Preliminary Engineering (Design)  
 ROW - Right-of-Way  
 UT - Utility  
 CST - Construction

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

			Phase	2026	2027	2028	2029	2030			

**Table 7: FY 27 - 31 Escambia County Public Transportation Priorities Listed by Grant**

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031
NA	TD – Escambia Trip & Equip Local Funds	90% 10%	Paratransit Services- Provide non-sponsored trips to transportation disadvantaged	863,997 95,998	863,997 95,998	863,997 95,998	863,997 95,998	863,997 95,998
NA	TD – Escambia Planning	100%	For planning agency to provide trans disadvantaged planning related service	29,436	29,436	29,436	29,436	29,436
NA	FTA 5305 Toll Revenue Credit	80% 20%	FL-AL TPO Planning grant funds	192,699 48,175	192,699 48,175	192,699 48,175	192,699 48,175	192,699 48,175
429262-1 <sup>1</sup>	FTA 5307 Toll Revenue Credit	80% 20%	Fixed Route and Paratransit Services- Capital - Americans with Disabilities Act trips, Preventive Maintenance and Security	2,800,000 700,000	2,800,000 700,000	2,800,000 700,000	2,800,000 700,000	2,800,000 700,000
430995-3	FTA 5307 Local Funds	50% 50%	Fixed Route Services- Operating Assistance	3,200,000 3,200,000	3,200,000 3,200,000	3,200,000 3,200,000	3,200,000 3,200,000	3,200,000 3,200,000
430995-4	FTA 5339 Toll Revenue Credit	80% 20%	Fixed Route Services- Capital - bus and bus related facilities	450,000 112,500	450,000 112,500	450,000 112,500	450,000 112,500	450,000 112,500

<sup>1</sup> This does not include any 5307 Federal Funds that are apportioned for Alabama- Baldwin Regional Area Transit System.

As of FY 2022 Baldwin County is a direct recipient of 5307 funding and applies independently for their portion of the Florida-Alabama UZA. Baldwin County funds are listed on the last row on page 13

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031
Project Added to Priority List FY22	FTA 5339 (c) Toll Revenue Credit	85% 15%	5339 (c) Low or No Emission Vehicle Program Capital - Electric buses	3,634,841 641,450	3,634,841 641,450	3,634,841 641,450	3,634,841 641,450	
Project Added to Priority List FY22	FTA 5339 (c) Toll Revenue Credit	90% 10%	5339 (c) Low or No Emission Vehicle Program Capital – Electric bus related facilities	554,457 111,111	554,458 111,111	554,456	554,456 111,111	
Project Added to Priority List FY24	FTA 5339 (c) Toll Revenue Credit	80% 20%	5339 Competitive Capital Grant for Buses and Bus Facilities Program – Modifications and additions to New Bus Facility.	61,606 85,180	61,607 85,180	61,606 85,180	61,606 85,175	
430995	FTA 5310 State Local Funds	80% 10% 10%	Paratransit Services- Capital - Enhanced Mobility of Seniors and Individuals with Disabilities	347,631 38,628 38,628	347,631 38,628 38,628	347,631 38,628 38,628	347,631 38,628 38,628	347,631 38,628 38,628
422257-1	FDOT Block Grant Local Funds	50% 50%	Fixed Route Services- Operating Assistance - Block Grant	1,103,282 1,103,282	1,103,282 1,103,282	1,103,282 1,103,282	1,103,282 1,103,282	1,103,282 1,103,282
421368-3	FDOT 5311 Local Funds	50% 50%	Fixed Route and Paratransit Services- Operating - Rural Assistance	219,000 219,000	219,000 219,000	219,000 219,000	219,000 219,000	219,000 219,000
422260-1	FDOT	100%	Fixed Route Services- Urban Corridor	468,307	468,307	468,307	468,307	468,307

Escambia County Area Transit was awarded 2020 FTA 5307 CARES Act Funding in the amount of \$10,137,924. The funds were allocated for Fiscal Years 19/20-21/22. Grant funds will be used to support operations due to the loss of revenue caused from loss of ridership and fare suspension throughout the COVID pandemic. Escambia County was awarded 2020 FDOT 5311 CARES ACT Funds for \$541,960 for Rural Assistance for FY 20/21- FY 22/23. Escambia County Area Transit was awarded 2022 FTA 5307 ARP Act Funding in the amount of \$6,594,653. The funds were allocated for Fiscal Years 22/23-23/24. Grant funds will be used to support operations due to the loss of revenue caused from loss of ridership throughout the COVID pandemic.

**Table 7: FY 27 - 31 Escambia County Public Transportation Priorities Listed by Grant**

FDOT Item Segment#	Funding Source	%	Project Description	Proposed FY 27 2026-2027	Proposed FY 28 2027-2028	Proposed FY 29 2028-2029	Proposed FY 30 2029-2030	Proposed FY 31 2030-2031
N/A	2020 FDOT 5311 CARES ACT	100%	Fixed Route and Paratransit Services- Operating - Rural Assistance	0	0	0	0	0
N /A	2020 FTA 5307 CARES ACT	100%	Fixed Route Services- Operating Assistance	0	0	0	0	0
N/A	2020 FTA 5307 CARES ACT	100%	Fixed Route and Paratransit Services- Capital - Americans with Disabilities Act trips, PPE/COVID- related Supplies,	0	0	0	0	0
N/A	2022 FTA 5307 ARP Act	100%	Fixed Route Services- Operating Assistance	0	0	0	0	0
N/A	2022 FTA 5307 ARP Act	100%	Fixed Route and Paratransit Services- Capital - Americans with Disabilities Act trips, PPE/COVID- related Supplies, Preventive Maintenance and Security	0	0	0	0	0
NA	FTA 5307 Local Funds (Baldwin County)	80% 20%	Demand Response Rolling Stock	0 0	225,000 45,000	0 0	0 0	200,000 50.000

**Table 8: FY 27 - 31 Santa Rosa County Public Transportation Priorities Listed by Grant**

<b>FDOT Item Segment#</b>	<b>Funding Source</b>	<b>%</b>	<b>Project Description</b>	<b>Proposed FY 27 2026-2027</b>	<b>Proposed FY 28 2027-2028</b>	<b>Proposed FY 29 2028-2029</b>	<b>Proposed FY 30 2029-2030</b>	<b>Proposed FY 31 2030-2031</b>
NA	TD – Santa Rosa Trip & Equip Local Funds	90% 10%	Provide non sponsored trips and/or capital equipment to the trans disadvantaged	497,509 55,277	497,509 55,277	497,509 55,277	497,509 55,277	497,509 55,277
NA	TD – Santa Rosa Planning	100%	For planning agency to provide trans disadvantaged planning related service	26,417	26,417	26,417	26,417	26,417
454226-3	FTA 5339 State	80% 20%	Capital – Buses and Bus Facilities Grants Program	100,000 25,000	141,002 32,250	141,002 32,250	141,002 32,250	141,002 32,250
421372-4	FDOT 5311 Local Funds	50% 50%	Operating – Rural Assistance	92,500 92,500	92,500 92,500	92,500 92,500	92,500 92,500	92,500 92,500



**Table 9: FY 27 - 31 Pensacola International Airport Aviation Project Priorities**

**2027**

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	TBD	Passenger Terminal Expansion - Construction	23,785,000	2,515,000	24,000,000	50,300,000
2	TBD	Passenger Boarding Bridges B1-B5	1,750,000	250,000	3,000,000	5,000,000
3	454950-1	Taxiway C2 Upgrade - Construction	145,000	145,000	2,610,000	2,900,000
4	TBD	Parking Expansion (Long Term Lot) - Construction	4,000,000	2,000,000	-	6,000,000
5	TBD	Air Carrier Ramp Spall Repair	250,000	250,000	-	500,000
		FY 27 Total	29,930,000	5,160,000	29,610,000	64,700,000

**2028**

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	448560-3	Runway 17/35 Extension and Taxiway A Extension- Design	67,000	33,00	900,000	1,000,000
2	454950-2	Taxiway B Rehabilitation - Design	80,000	80,000	1,440,000	1,600,000
3	TBD	Interior Circulation Roadway Reconfiguration (SIS)	2,605,000	2,605,000	-	5,210,000
4	TBD	Landside - Surface Lot South Rehabilitation	425,000	425,000	-	850,000
5	TBD	CONRAC/Parking Garage - Design/Build	53,000,000	4,000,000	-	85,000,000
		FY 28 Total	56,177,000	7,143,000	2,340,000	65,660,000

**Table 9: FY 27 - 31 Pensacola International Airport Aviation Project Priorities  
2029**

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	449902-1	Runway 17-35 and Taxiway A Extension - Construction	650,000	650,000	11,700,000	13,000,000
2	TBD	Taxiway B Rehabilitation - Construction	791,500	791,500	14,247,000	15,830,000
3	TBD	Air Carrier Ramp Joint Sealant	350,000	350,000	-	700,000
4	TBD	Medivac Ramp Rehabilitation	100,000	100,000	1,800,000	2,000,000
5	TBD	Airport Perimeter Fence Replacement	500,000	500,000	9,000,000	10,000,000
6	TBD	Relocate Fuel Farm	225,000	225,000	4,050,000	4,500,000
7	TBD	Landside - Lot 2 Rehabilitation	920,000	920,000	-	1,840,000
8	TBD	Airport Master Plan	100,000	100,000	1,800,000	2,000,000
		FY 29 Total	3,636,500	3,636,500	42,597,000	49,870,000

**2030**

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	TBD	Taxiway A Crack Seal	40,000	40,000	720,000	800,000
2	TBD	Taxiway C Rehabilitation - Design	12,500	12,500	225,000	250,000
3	TBD	Pave Airside Perimeter Road	50,000	50,000	900,000	1,000,000
		FY 30 Total	102,500	102,500	1,845,000	2,050,000

**Table 9: FY 27 - 31 Pensacola International Airport Aviation Project Priorities  
2031**

Priority Ranking	FDOT Item-Segment	Description	Local	FDOT	FAA/Federal	Total
1	TBD	Runway 17-35 Spall Repair	250,000	250,000	-	500,000
2	TBD	Air Cargo Ramp Joint Sealant	125,000	125,000	-	250,000
3	TBD	Taxiway C Rehabilitation - Construction	75,000	75,000	1,350,000	1,500,000
4	TBD	Taxiway D Updated to ADG-III - NEPA, Design	18,000	18,000	324,000	360,000
		FY 31 Total	218,250	468,000	1,674,000	2,360,250

**Table 10: FY 27 - 31 Peter Prince Airport Aviation Project Priorities**

**2027**

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1	449905-1	West Taxilane Rehabilitation - (Design Only)	4,400	17,600	198,000	220,000
		FY 27 Total	4,400	17,600	198,000	220,000

**2028**

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1		West Taxilane Rehabilitation - (Construction Only)	24,000	96,000	1,080,000	1,200,000
		FY 28 Total	24,000	96,000	1,080,000	1,200,000

**2029**

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1		Design and Construct Additional T-Hangars - GGG	355,175	1,420,701		1,775,876
		FY 29 Total	355,175	1,420,701		1,775,876

**2030**

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1		Design and Construction Additional T-Hangars - HHH	355,175	1,420,701		1,755,876
		FY 30 Total	355,175	1,420,701		1,755,876

**Table 10: FY 27 - 31 Peter Prince Airport Aviation Project Priorities  
2031**

Priority	FDOT Item-Segment	Description	Local	FDOT	FAA	Total
1		Hangar Door Replacements - Phase 1	100,000	500,000		600,000
		Airport Masterplan Update	10,000	40,000	450,000	500,000
		FY 31 Total	110,000	540,000	450,000	1,100,000

**Table 11: FY 27 - 31 Port of Pensacola Seaport Project Priorities**

**2027**

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Berth #6 Rehabilitation - (Phase 2)	TBD	\$628,581	\$14,371,419	\$15,000,000
2	Maritime High Performance Dock Complex	TBD	\$5,150,000	\$2,850,000	\$8,000,000
3	Intermodal Logistic Center (ILC)	TBD	TBD	\$15,000,000	\$15,000,000

**2028**

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	NE Quadrant Development	TBD	TBD	\$10,000,000	\$10,000,000

**2029**

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Cargo Laydown Area Improvements	TBD	TBD	\$10,000,000	\$10,000,000

**Table 11: FY 27 - 31 Port of Pensacola Seaport Project Priorities**

**2030**

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Warehouse Improvements	TBD	TBD	\$10,000,000	\$10,000,000

**2031**

Project Priority	Project Description	Local Project Funding	Grant and Other Funding	Funding Delta	Projected Cost
1	Berth Improvements	TBD	TBD	\$10,000,000	\$10,000,000

**Table 12: FY 27-31 Shared Use Non-Motorized (SUN) Trail Project Priorities**

Priority	FDOT WP#	Project	Limits	Description	Phases
1	NA	Downtown Pensacola Waterfront Connector Trail - Phase 2	Cypress St. and South Pace Blvd to East Main St. and S. Tarragona St.	The City of Pensacola respectfully submits a project to design and construct various segments of the downtown waterfront connector trail phase 1 that will fill in a major gap in the SUN Trail network, for a total of 1.36 miles. This project carries out a key component envisioned in the Urban Core Community Redevelopment Plan and the City Active Transportation Plan. The City has invested funding to complete public involvement and design for the facilities adjacent to Main St and Cedar St. This design is known as the Hashtag Connector. A trail facility on Cypress St needs design and construction funding. This project will create a connected system separate from motor vehicles along Main Street, which has an AADT of 20,000 vehicles. It would also alleviate historical safety concerns with nine (9) bicycle and pedestrian crashes along Main St since August of 2018. The planned trail will connect people to the waterfront and support economic development within the downtown.	PE and CST
2	4554132	Soundview Trail Pathway	Shoreline Drive / US Highway 98 to Bob Sikes Bridge / Gulf Island National Seashore	The project encompasses a comprehensive scope, commencing at the future landing of the multi-use pathway and Highway 98 overpass. The pathway will follow Highway 98, skirting around Harbortown, and then proceed onto State Road 399, serving as a direct route to Pensacola Beach and the Florida National Scenic Trail. Continuing eastward towards the Gulf Islands National Seashore and the Great NW Coastal Trail, the path will include an enhanced crosswalk across State Road 399 for heightened safety. The pathway itself will be constructed with 12 feet of asphalt, ensuring a dedicated and secure space separate from the roadways. This concept prioritizes the safety and convenience of pedestrians and cyclists, facilitating a more accessible and enjoyable travel experience.	PE Funded 2028 CST

PD&E - Project Development and Environment Study  
PE - Preliminary Engineering (Design)  
ROW - Right-of-Way  
CST - Construction

**FULLY FUNDED PROJECTS NOT YET CONSTRUCTED**

SR 196 (Bayfront Parkway) South Tarragona Street to North 14th Avenue	4534761	Phase	2026	2027	2028	2029	2030	Bike/Path/Trail	ESC.	1.18
		CST		\$7,484,170						



## **Appendix A – Regional Intelligent Transportation System (ITS) Plan Projects**



**Escambia/Santa Rosa Regional ATMS/ITS Background:** The FL-AL TPO and its five Florida local agencies have identified the need to implement Arterial Traffic Management System (ATMS) improvements throughout the two-county region. The purpose of this document is to provide a brief overview of the background and status of the ATMS and describe initiatives undertaken by the local agencies and TPO in support of future regional ATMS improvements.

**Recent History:**

- ✓ **2015 - ATMS PHASE I** - FDOT completed an initial ATMS improvement in late 2015 referred to as ATMS Phase I, which included 18 intersections, fiber optic communications and the installation of Traffic Signal Operations Centers (TSOCs) with central operating software within both the City of Pensacola and Escambia County public works facilities.
- ✓ **2016 – ATMS FEASIBILITY AND IMPLEMENTATION STUDY** - FDOT and FL-AL TPO funded an ATMS Feasibility and Implementation Study. Atkins was selected to complete the study through a City of Pensacola contract.
- ✓ **2016 - DRMP SELECTED** – to serve under a contract with Escambia County funded by the FL- AL TPO. In coordination with FDOT the services for his contract included managing the progress of the ATMS master planning study, improving on-going signal operations, and developing and implementing interim ATMS improvements.
- ✓ **2017 – ATMS WORKING GROUP CREATED** - Consisting of technical and planning staff from all five (Florida) local agencies as well as TPO and FDOT. This working group continues to meet monthly via teleconference to cover ATMS improvements as well as ongoing operations.
- ✓ **2018 - ATMS FEASIBILITY STUDY COMPLETED** - The ATMS masterplan proposes to upgrade all existing signal controller assemblies in the two-county area, implement ITS technology throughout, and provide active communication from all devices, primarily via fiber optic cabling, to a jointly operated Regional Traffic Management Center (RTMC). In total, 362 signalized intersections are proposed to be retrofitted with new controller assemblies, electrical service components, and network communication components. Cameras, dynamic message signs, and vehicle detection systems will be provided in strategic locations throughout the region for corridor monitoring and incident management, all at a cost of approximately \$60M.
- ✓ **2018 – LEAD AGENCY IDENTIFIED** - Mr. Jared Perdue requested that a lead agency be identified to provide administrative oversight for the development, deployment, and future operations for the ATMS and a new RTMC. The FL-AL TPO agreed to take on the responsibility. Under this scenario, ECRC staff serve as administrative leadership with material technical support for all on-going and future operations coming from local agency staff and consultants and with FDOT input/coordination.
- ✓ **2019 – LOCAL AGENCY COMMITMENTS** – Mr. Perdue, understanding that the FDOT could not guarantee annual legislative funding sufficient to support continued operational costs for the proposed ATMS, requested that the five local agencies pass and sign resolutions to cover, on a pro-rata basis, the full operational costs for future ATMS/RTMC functions. Resolutions from all five agencies were passed and signed in 2019.
- ✓ **2018/2019 - INTERIM IMPROVEMENTS** - FDOT and local agencies funded the installation of several cellular based Miovision units for “interim” communications providing broader ATMS capabilities on several major corridors.
- ✓ **2019 - TPO DESIGNATES FUNDING** - The FL-AL TPO approved Work Program committing SU funding to begin in FY 2023 for ATMS improvements.



- ✓ **April 14, 2021** - TPO ALLOCATES CRRSA FUNDS FOR RTMC DESIGN  
TPO approved resolution FL-AL 21-14 allocating \$1,621,143 for the design of the RTMC.
- ✓ **2021** - INTERIM CELLULAR BUILDOUT - FDOT provided funding for many more Miovision installations, enough to provide for nearly full basic ATMS capabilities on all of the two-county transportation network. The installation of the new units is now complete providing extensive ATMS capabilities.
- ✓ **2022** - With extensive arterial traffic management capabilities established by the interim cellular communications network, the ATMS Working Group identified the Regional Traffic Management Center (RTMC) as the next prioritized phase of development for the master planned system. The following is a narrative of the on-going activities associated with developing and delivering the RTMC project:
  - ✓ The Working Group, along with FDOT and ECRC, agreed to site the future Regional TMC on the north end of the Escambia County Public Safety Complex.
  - ✓ **2022** - Escambia County deeded a portion of the Public Safety Complex to the FL-AL TPO.
  - ✓ **2022** - ECRC was certified under the Local Agency Program to oversee a consultant contract to deliver design and construction documents for the RTMC.
  - ✓ **2022** - On August 18, 2022, the Escambia County Board of County Commissioners adopted the Resolution R2022-96 and instructed its staff to coordinate in partnership with the FDOT and the ECRC in developing a construction LAP agreement between the FDOT and Escambia County for the construction phase of the Escambia-Santa Rosa RTMC in accordance with the Final RTMC Construction Plans which will be provided by the ECRC, and Upon completion of the Final RTMC Construction Plans by the ECRC and appropriation of construction funds by the FDOT, return to the Board for approval of the RTMC Construction LAP Agreement.
  - ✓ **2022** - On December 19, 2022, a request for Letter of Interest (LOI) and Request for Proposal (RFP) for design of the RTMC was advertised by the ECRC.
  - ✓ **2023** - Responses to LOI were received on January 16, 2023, and the shortlisted firms submitted their response to the RFP on February 1, 2023.
  - ✓ The Selection Committee completed ranking of the RFPs on February 6, 2023, and the ranking was approved by the FDOT and FL-AL TPO on February 8, 2023, and authorized ECRC to begin staff hours negotiation with the top ranked firm (WGI).
  - ✓ **2023** - Staff hours negotiation was completed with WGI and a Notice to Proceed for design phase of the RTMC was issued on April 14, 2023. Total of 360 calendar days was estimated for the substantial completion of RTMC design.

**Current Actions:**

- ✓ **2024** - The RTMC design was substantially completed in May 2024 and permitting phase of the project is in progress. The projected final completion of design is Fall 2024.
- ✓ **2024** - A draft Bid Documents for construction of RTMC has been prepared and will be finalized for advertisement when the construction funds are available.
- ✓ **2024** - INTERIM CELLULAR BUILDOUT - Installation of additional Miovision devices continued in 2024, and more signals were connected to the Escambia County and Pensacola TSOCs which expanded the basic ATMS capabilities in the two-county transportation network.



**Funding:**

The current 5-year work program includes the following based on the SU funding commitments from FL-AL TPO.

Project Summary						
<b>Transportation System:</b> INTERSTATE STATE HIGHWAY District 03 - Escambia County						
<b>Description:</b> ESCAMBIA/SANTA ROSA REGIONAL ITS PLAN PROJECTS						
<b>Type of Work:</b> ATMS - ARTERIAL TRAFFIC MGMT						
<b>Item Number:</b> 451524-1						
Project Detail						
Fiscal Year:	2025	2026	2027	2028	2029	2030
<b>Highway Operations</b>						
<b>Amount:</b>	\$16,732,541	\$5,767,459	\$872,124	\$5,000,000	\$5,000,000	\$5,000,000

Escambia County will bid, award and manage the construction phase (LAP) and will advance funds for the construction with pay-back from FDOT/TPO work program.

**What is requested:**

FDOT commitment to:

- ✓ Program funding for construction of RTMC in FY 25.
- ✓ Enter into a LAP agreement with Escambia County for the County to manage construction of the RTMC. Payback to Escambia County in FY 26.
- ✓ Fiber Optic Technology in FY 27, FY 29, and FY 30.
- ✓ Fiber Optic Technology on US 98 with Carbon Funds in FY 28.

A separate initiative, related to the ATMS, also being pursued by ECRC is for a transportation-based Smart-Region Masterplan. Following the lead of FDOT D-2's Pete Vega and the NFITPO's Executive Director, Jeff Sheffield, the FL-AL TPO has passed resolution FL-AL 21-14 approving the allocation of CRSSA funding for developing a Smart Region Master Plan and associated data-management capabilities. ECRC is requesting:

- ✓ FDOT revise the funding source from SU to SA so that the funds obligated for the task may be utilized for a larger study to include all three of the TPOs or a larger regional area plan. Currently the CRRSA funding is coded phase 52 and not in the work program.

## **Appendix B – Evaluation Criteria**

## 2045 LONG RANGE TRANSPORTATION PLAN EVALUATION CRITERIA

Category and Criteria (Description)	Criteria Rating Scale (Lesser Benefit <----> Higher Benefit)		
Safety and Security - 25% [Goal A; Objectives A.1, A.2, A.4]			
Hurricane Evacuation [Project is on or develops Hurricane Evacuation Route] <i>To what extent will the project support movement of people, goods, or services to facilitate evacuation?</i>	0 No		1 Yes
Safety Improvement Strategies [Accident rates based on Signal Four Analytics] <i>Projects ranked from highest to lowest and awarded a graduated point value based on ranking past five years.</i>	0 Lowest	0.5 Mid Range	1 Highest
Intermodal Access [Project on SIS, STRAHNET, military, otherwise regionally significant] <i>Is the project on one of these facilities?</i>	0 No		1 Yes
User's Needs - 15% [Goals B, D, & E; Objectives B.2, B.3, B.4, D.3, D.6, E.1]			
Existing Level of Service (LOS) [Project existing LOS based on Congestion Management System] <i>What is the existing LOS on the project route?</i>	0 A or B	0.5 C or D	1 E or F
Future LOS [Project future LOS 2045 in Needs Assessment] <i>What is the future LOS on the project route?</i>	0 E or F	0.5 C or D	1 E or F
Connectivity [Project improves continuity or connectivity over the network] <i>Is the project on a Principal Arterial, Arterial, or Collector / Other?</i>	0 Collector / Other	0.5 Arterial	1 Principal Arterial
Operational and Integrated - 15% [Goals B, C, & D; Objectives B.5, C.1, C.2, C.4, D.2, D.3, D.6]			
Intelligent Transportation System (ITS) / Advanced Transportation Management System (ATMS) [Project supports ITS / ATMS implementation] <i>Does the project advance ITS / ATMS implementation?</i>	0 No		1 Yes
Adopted Plans [Project addresses user needs in adopted master, regional, local plans, including Freight or Corridor Management Plans] <i>Is the project listed in an adopted plan?</i>	0 No		1 Yes
Freight Plan [Is the project in an adopted Freight Plan?] <i>To what extent does the project advance an adopted Freight Plan?</i>	0 No		1 Yes
Existing Volume-to-Capacity (V/C) [What is existing Volume-to-Capacity ratio based on Regional Transportation Model?] <i>Is the V/C Ratio less than 1.3?</i>	0 less than 1.3		1 greater than 1.3
Future V/C [What is future Volume-to-Capacity ratio based on Regional Transportation Model?] <i>Is the V/C Ratio less than 1.3?</i>	0 less than 1.3		1 greater than 1.3
Structurally Deficient Upgrades [Project replaces / improves structurally deficient infrastructure] <i>Is the project identified on the TIP for resurfacing or replacement?</i>	0 No		1 Yes

<b>Multi-Modal - 15% [Goal D &amp; F; Objectives D.2, D.3, D.4, D.5, F.3, F.4]</b>		
<b>Pedestrian, Bicycle, Public [Project included as a Pedestrian project in the Bicycle/Pedestrian Plan]</b> <i>Does the project provide for multi-modal connections for bicycle, pedestrian, or public transit, or park-and-ride / ride-share?</i>	0 greater than 2 miles	1 Same facility
<b>Complete Streets [Project is included in Complete Streets implementation plan]</b> <i>Does the project provide for Complete Streets implementation?</i>	0 No	1 Yes
<b>Economic Vitality - 10% [Goals E &amp; F; Objectives E.1, E.3, E.4, E.5, F.5]</b>		
<b>Economic Development [Project provides connection to activity center]</b> <i>Does the project provide direction connection to ports, industrial or tourist centers, military bases, shopping, medical, or education?</i>	0 No	1 Yes
<b>Rural Connectivity [Project provides additional connection / enhancement to rural areas]</b> <i>Does the project provide connection to rural areas?</i>	0 No	1 Yes
<b>Tourism and Recreation [Project provides for tourism, recreation, linkages to water, trails, parks]</b> <i>What is the project proximity to tourist / recreation destination?</i>	0 greater than 2 miles	1 0 to 2 miles
<b>Quality of Life - 10% [Goal F &amp; G; Objectives F.1, F.2, F.5, F.6, G.6]</b>		
<b>Environmental [Project Development &amp; Environment (PD&amp;E) Study and/or Efficient Transportation Decision Making (ETDM) Review]</b> <i>Does the project have impacts or no impacts?</i>	0 Substantial	1 Low
<b>Community Impact [Project community impacts assessed]</b> <i>To what extent does the project have community support based on PD&amp;E or ETDM input?</i>	0 Low	1 High
<b>Planning Consistency - 10% [Goal G; Objective G.2]</b>		
<b>Status [Project Evaluation and Work Plan]</b> <i>Are one or more phases of the project scheduled in the 5-Year Work Plan?</i>	0 No	1 Right-of-Way or Construction
<b>Local Government Contribution [Project funding includes local government contribution]</b> <i>To what extent does the project include local government funding or other contribution?</i>	0 No	1 Yes

<b>Safety and Security</b>	<b>3*25</b>	<b>75</b>
<b>User Needs</b>	<b>3*15</b>	<b>45</b>
<b>Operational and Integrated</b>	<b>6*15</b>	<b>90</b>
<b>Multi-Modal</b>	<b>2*15</b>	<b>30</b>
<b>Economic Vitality</b>	<b>3*10</b>	<b>30</b>
<b>Quality of Life</b>	<b>2*10</b>	<b>20</b>
<b>Planning Consistency</b>	<b>2*10</b>	<b>20</b>
<b>Maximum points one project can have</b>		<b>310</b>

***TPO has final authority to select the projects for inclusion in the Cost Feasible Plan and to rank them in the Project Priorities.***

## **TRANSPORTATION SYSTEMS MANAGEMENT (TSM) CRITERIA**

A. Level of Service (LOS) Issue Addressed	
Current Deficiency	5 Points
Five Year Deficiency	3 Points
LRTP Year Deficiency	1 Point
Not deficient	0 Points
B. Regional Significant Roadway (defined as a roadway that is included in the model for the metropolitan area's transportation network)	
Yes	2 Points
No	1 Point
C. Crash Rate	
Safety Ratio Greater than 2.00	3 Points
Safety Ratio from 1.00 to 2.00	2 Points
Safety Ratio less than 1.00	1 Point
D. Has an existing TPO priority	
Yes	2 Points
No	1 Point
E. Significant Freight Corridor	
Designated NHS Intermodal Connector or Truck	
Traffic more than 10% Annual Average Daily Traffic (AADT)	3 Points
Truck Traffic 8-10% AADT	2 Points
Truck Traffic 5-7.99% AADT	1 Point
F. Local Project Support	
High	5 Points
Medium	4 Points
Low	3 Points

This criteria was not used because there was no definition of what met the levels of "high," "medium," and "low."



### TRANSPORTATION ALTERNATIVES (TA) PROJECT CRITERIA

	<b>Evaluation Category</b>	<b>Scoring (Maximum Points Possible)</b>	<b>Project Score</b>
Criterion 1	Safety	25	
Criterion 2	Connectivity	15	
Criterion 3	Location Efficiency	15	
Criterion 4	Proximity to School	15	
Criterion 5	Design Quality	15	
Criterion 6	Environmental/Archeological Projects/ Historic Preservation	15	
	Total	100	
Bonus Points	Local Contribution and Public Support	5	
	Total Points Possible	105	

## SHARED USE NON-MOTORIZED (SUN) TRAIL PROJECT CRITERIA

Criteria	Source Data	Criteria Rating Scale Lesser Benefit <----> Higher Benefit			
1. Is additional financial contribution committed to the project?	Local Government	0 No	- -	- -	10 Yes
2. Which phases are complete?	Local Government	2.5  No Phases	5  Feasibility Study Only	7.5  Feasibility Study and PD&E/Design	10  Feasibility Study and PD&E/Design and ROW
3. Does the project have a high level of documented public support?	Local Government	0 No	- -	- -	10 Yes
4. Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?	<a href="#">FDOT SUN Trail Network</a>	0 No	- -	- -	10 Yes

Tie Breakers	
1. Is the project included in the TPO's Long Range Transportation Plan, the ECRC Pedestrian Bicycle Committee's regional priorities, or ECRC's Regional Rural Transportation Plan? Yes or No. <i>(Yes takes priority)</i>	<a href="#">Florida-Alabama TPO LRTP</a> <a href="#">Okaloosa-Walton TPO LRTP</a> <a href="#">Bay County TPO LRTP</a> <a href="#">ECRC Bicycle Pedestrian Plan</a> <a href="#">ECRC Regional Rural Transportation Plan</a>
2. What is the total project cost per mile? <i>(Lower cost takes priority)</i>	Local Government

## **Appendix C – Public Outreach Report and Public Comments**

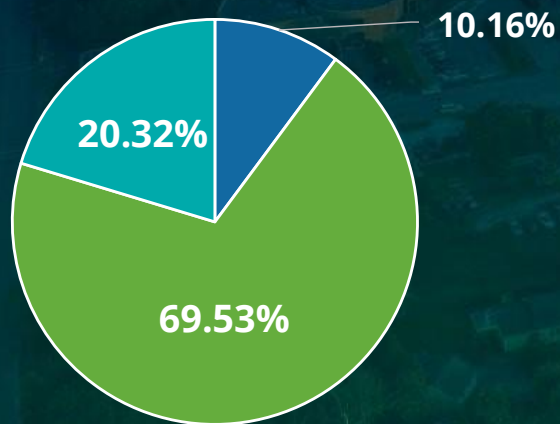
# Survey Snapshot

- **Survey open:** March 10 – April 25
- **Total surveys:** 128
- **Top outreach channels:**
  - Email (51%)
  - Social Media (31%)
  - Friend or Colleague (11%)
- Respondents represented a range of cities and zip codes - **from Orange Beach, AL to Navarre, FL** – highlighting broad geographic participation

# Daily Experience

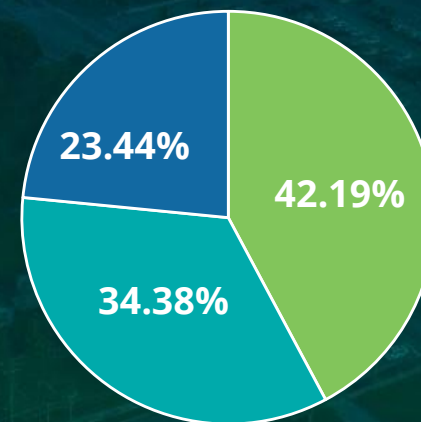
Most respondents (~70%) commute 15 –45 minutes, and ~77% experience congestion daily or frequently

Commute Duration



Under 15 min 15-45 min Over 45 min

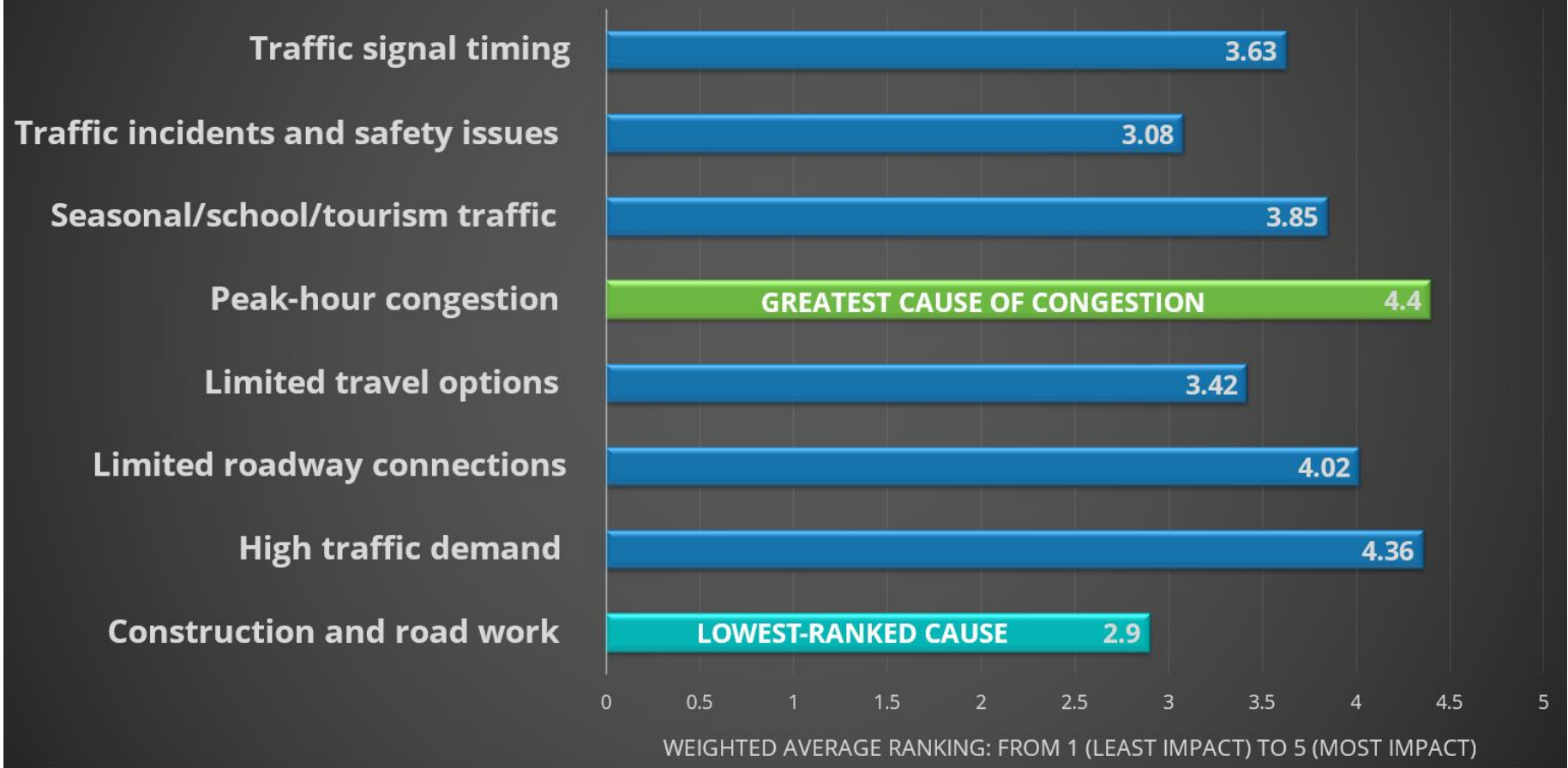
Congestion Impact



Daily Frequent Occasionally or rarely

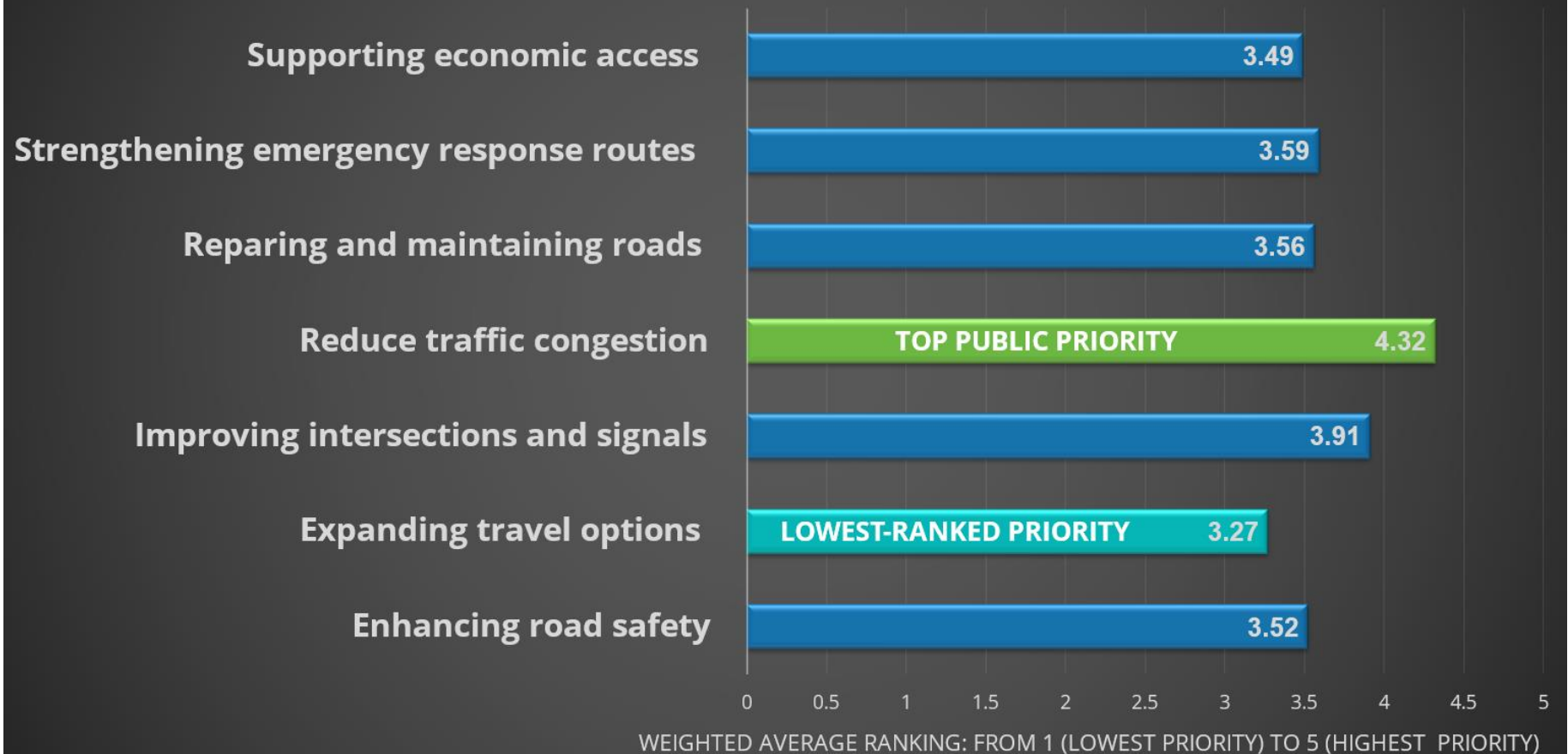
## FL-AL TPO Causes of Traffic Congestion

(Based on 128 responses)



## FL-AL TPO Transportation Priorities

(Based on 128 responses)





# Survey Comments

Received **103 open comments** via the survey  
*(Themes reflect an initial review; full analysis is still in progress)*

**Early themes mentioned by participants include d:**

- **Gulf Beach Highway, Blue Angel Parkway, and Sorrento Road** – frequently cited for congestion, safety issues, and lack of turn lanes or sidewalks.
- **Highway 98 (Navarre to Pensacola)** – feedback noted signal timing challenges, traffic delays, and limited multimodal options.
- **Highway 90 and 87 (Milton, Pace, and Navarre)** – several comments highlighted congestion and intersection bottlenecks.
- **Pensacola Beach and surrounding areas** – some participants raised concerns about seasonal congestion and pedestrian access.



## March 12, 2025, TPO, TCC, and CAC Workshop Comments and Responses

1. **Table 1A – Regional ITS Projects. Will the Fiber Optic Technology link to the Traffic Management Center and when will the Traffic Management Center be opened?**

*The Fiber Optic Technology will link to the Traffic Management Center. The Traffic Management Center Design Plans are in the final stages and the Traffic Management Center is anticipated to be construction complete in approximately two years.*

2. **Table 1 – Non-SIS Priority 5. Sorrento Road from Innerarity Point to Blue Angel Parkway. Can this priority be moved up?**

*Yes, this priority can be moved up if it is approved by the TPO. It was mentioned that there are different phases for a roadway capacity project until it is construction complete with each phase having a different funding source. It was mentioned that this project is the highest priority for the Design or Preliminary Engineering (PE) phase. The widening project still needs Design, Right-of-Way, and Construction phases funded.*

3. **Table 1 – US 29 Connector from Nine Mile Road to Muscogee Road. Is the extension to Quintette Road still a possibility for this project?**

*The extension to Quintette Road is included in the 2045 Needs Plan but is not in the 2045 Cost Feasible Plan for the TPO.*

4. **Table 1 – Non-SIS Priorities 15 and 16. Gulf Beach Highway/Sorrento Road from Blue Angel Parkway to Navy Boulevard. It was mentioned that a portion of Gulf Beach Highway is missing from this segment.**

*After a one-on-one discussion after the workshop, it was determined a portion of Gulf Beach Highway was not missing from this segment.*

5. **Table 1 – Non-SIS Priority 20. Navarre Community Access Road from Edgewood Drive to Whispering Pines Road. The priority for this segment should be PE since the PD&E Study is underway.**

*Change will be made.*

6. **Table 5 – Transportation Alternative Priorities – East Maxwell Street from North Palafox Street to North Hayne Street. This priority should be priority #2 instead of two number 1 priorities.**

*Change will be made.*

7. **Table 7 – Escambia County Area Transit Priorities. Are Electric Vehicles still a priority for Escambia County Area Transit?**

*After the meeting, Escambia County Area Transit concurred that the Electric Vehicles are still being considered for their fleet of transit buses.*

**8. Table 9 – Pensacola International Airport Priorities.**

*The Pensacola International Airport representative, who attended the meeting, provided a few answers the members had regarding the airport's priorities such as parking garages and ramp repairs.*

**9. Table 12 – SUN Trail Priorities. A question was asked about the ownership of Bob Sikes Bridge and re-paving of the multi-use path on Pensacola Beach.**

*The Escambia County representative, who attended the meeting, indicated that the Bob Sikes Bridge is maintained by Escambia County and will discuss potential funding sources for re-paving the multiuse path on Pensacola Beach with Escambia County staff.*

### April 9, 2025 Public Workshop Comments

1. **Pensacola Beach.**
  - *Funding for projects.*
  - *Multi-Use Paths.*
  - *Congestion (Signal timing)*
  - *Time of Trolleys,*
  - *Public Transportation from Pensacola to Pensacola Beach.*
2. **Public Transportation in Santa Rosa County.**
  - *Examples of capital purchases are bus purchases.*
3. **Pine Forest Road**
  - *Widening.*
  - *Signal Timing.*
  - *Development.*
  - *Rerouting traffic.*
4. **Bayfront Parkway SUN Trail Project**
  - *Non-Motorized.*
  - *Safety concerns.*
5. **Gulf Beach Highway Resurfacing Project**
  - *Potential additional safety improvements.*

### April 9, 2025 TPO, TCC, CAC Workshop Comments and Responses

1. **Table 1 – Non-SIS Priority 2 Other Transportation Needs. Are any studies currently identified for this priority?**  
*No studies are currently identified for this priority. It is a placeholder and if needed further studies could be identified for this priority.*
2. **Table 1 – Non-SIS Priority 3. Pine Forest Road from CR 297A to I-10. When will Right-of-Way be funded for this project?**  
*The Right-of-Way phase is not currently funded in the five-year work program. Once the Project Priorities are adopted by the TPO in May, the priorities will be sent to FDOT to use a guide to build their FY 2027-2031 Tentative Work Program. FDOT will present the FY 2027-2031 to the TPO in November. The Right-of-Way phase for this roadway segment may or may not be funded in the FY 2027-2031 Work Program. If not, it will remain a priority to see if it can be funded in the next Work Program cycle.*
3. **Table 1 – Non-SIS Priority 5. Sorrento Road from Innerarity Point Road to Blue Angel Parkway. It was mentioned that flooding is a concern on this segment.**  
*It was requested that a specific location be provided, and this information will be furnished to FDOT to investigate any possible remedies.*
4. **Table 1 Non-SIS Priority 7. US 90 from SR87 (North Stewart Street) to Ward Basin Road. It was mentioned that the City of Milton is in favor of this project. It needs to proceed accordingly so the Design Phase can be completed so the Right-of-Way Phase can be funded in the future.**  
*Comment noted.*
5. **Table 1 – Non-SIS Priority 8. US 90 from Glover Lane to SR 87 (North Stewart Street). It was mentioned that the City of Milton is in favor of this project because of the congestion relief in downtown Milton.**  
*Comment noted.*
6. **Table 1 – Non-SIS Priority 9. US 90 from Ward Basin Road to SR 87 South. It was mentioned that the City of Milton is in favor of this project because of the congestion relief in downtown Milton.**  
*Comment noted.*
7. **Table 1 – Non-SIS Priority 15. Gulf Beach Highway from Fairfield Drive to Navy Boulevard. It was mentioned that there is a Right-of Way issue on this segment.**  
*It was mentioned the Right-of-Way phase is not funded in the Long Range Transportation Plan Cost Feasible Plan. If the Right-of-Way phase is eventually funded in the Long Range Transportation Plan, it will be included in the Project Priorities. If the Right-of-Way phase is eventually included in the five year work program, the Right-of-Way issues can be addressed at that time..*

8. **Table 1 – Non-SIS Priority 17. Burgess Road from US 90 to Hilburn Road. Will sidewalks be included in this project?**  
*Yes, sidewalks are scheduled to be included in this project.*
9. **Table 1 – Non-SIS Priority 18. Fairfield Drive from Mobile Highway to Lillian Highway. Will sidewalks be included in this project?**  
*Once the Project Development and Environment and Design phases are funded, it will be determined if sidewalks are included in this segment. In the interim, other opportunities such as grants and the Transportation Alternatives Program can be pursued for the implementation of sidewalks on this segment since construction of the 4-laning of this segment is several years away.*
10. **Table 2 – SIS Priority 3. Blue Angel Parkway from Sorrento Road to US 98. Setbacks were mentioned as concern along this segment.**  
*It was requested that a more specific location on Blue Angel Parkway be provided because much of this segment does not appear to be an issue for setbacks.*
11. **Table 2 – SIS Priority 11. Pine Forest Road from I-10 to Pine Forest Drive. Will pedestrian issues be addressed in this segment.**  
*Since the priority for this segment is for Right-of-Way, pedestrian accommodations have been included in the Design phase for this segment.*
12. **Table 4 – TSM Priority 2. US 98 (Chase Street) at Tarragona Street. It was mentioned that the City of Pensacola is in favor of this project because of safety issues at this intersection.**  
*Comment noted.*

## **Appendix D – Resolution FL-AL 25 – 04**

## **RESOLUTION FL-AL 25-04**

### **A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE FY 2027-2031 PROJECT PRIORITIES**

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

**WHEREAS**, the Transportation Improvement Program (TIP) is adopted annually by the TPO and submitted to the governor of the state of Florida and the governor of the state of Alabama, to the Federal Transit Administration (FTA), and through the state of Alabama and state of Florida to the Federal Highway Administration (FHWA); and

**WHEREAS**, public outreach occurred from March 10 — April 25, 2025 TPO, advisory committee workshops were held on March 12 and April 9, 2025, and a hybrid public workshop was held on April 9, 2025; and

**WHEREAS**, the initial step in the development of the TIP is for the TPO to submit its transportation project priorities for all modes of travel to the Florida Department of Transportation (FDOT) prior to July 1<sup>st</sup>; and

**WHEREAS**, the project priorities document is also submitted annually to the Alabama Department of Transportation (ALDOT) even though it is considered part of the Transportation Improvement Program which ALDOT only requires every four years;

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

The TPO adopts the FY 2027 - FY 2031 Project Priorities, with any changes approved by the TPO board.

Passed and duly adopted by the Florida- Alabama Transportation Planning Organization on this 14<sup>th</sup> day of May 2025.

**FLORIDA- ALABAMA TRANSPORTATION  
PLANNING ORGANIZATION**

BY:  Steven Barry, Chair

ATTEST: 