EMERALD COAST REGIONAL COUNCIL

REGIONAL RURAL TRANSPORTATION PLAN

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REGIONAL RURAL TRANSPORTATION PLAN

Final Report

Prepared for:

Florida Department of Transportation District III

under FDPID #40577811269

Prepared by:

Emerald Coast Regional Council

Plan adopted February 8, 2023, by Resolution ECRC 2023-05
Project Priorities/Ranking List adopted February 8, 2023, by Resolution ECRC 2023-06

EMERALD COAST REGIONAL COUNCIL

Table of Contents

Figures

Tables

List of Acronyms

ACES: Automated, Connected, Electric, Shared

ACS: American Community Survey

ADS: Automated Driving System

AFV: Alternative Fuel Vehicles

AGR: Alabama and Gulf coast Railway

AV: Automated Vehicles

BCRTC: British Columbia Rapid Transit Company

BRATS: Baldwin Regional Area Transportation System

CEDS: Comprehensive Economic Development Strategy

CFASPP: Continuing Florida Aviation Systems Planning Process

CV: Connected Vehicles

DSAP: Detailed Specific Area Plan

ECAT: Escambia County Area Transit

ECRC: Emerald Coast Regional Council

FASP: Florida Aviation System Plan

FAST Act: Fixing America's Surface Transportation Act

FDEP: Florida Department of Environmental Protection

FDOT: Florida Department of Transportation

FGTS: The Freight and Goods Transportation System

FHWA: Federal Highway Administration

FMTP: Freight Mobility Trade Plan

FTP: Florida Transportation Plan

FLU: Future Land Use

GA: General Aviation

GIS: Geographic Information Systems

HSIP: Highway Safety Improvement Program

ITS: Intelligent Transportation System

LRTP: Long Range Transportation Plan

MPA: Metropolitan Planning Area

MPO: Metropolitan Planning Organization (See Transportation Planning Organization)

NHFN: National Highway Freight Network

NHS: National Highway System

PDC: Present Day Cost

PRRIA: Passenger Rail Reform and Investment Act

RAO: Rural Areas of Opportunity

REDI: Rural and Economic Development Initiative

ROW: Right of Way

RPA: Regional Planning Administration

TIP: Transportation Improvement Program

TPO: Transportation Planning Organization

SPA: Special Planning Area

STRACNET: Strategic Rail Corridor Network

SIS: Strategic Information System

STRAHNET: Strategic Highway Network

STTF: State Transportation Trust Fund

SUN Trail: Shared Used Non-Motorized Trail

TAC: Transportation Advisory Committee

TIP: Transportation Improvement Program

TSM: Transportation System Management

VMT: Vehicle Miles Traveled

Executive Summary

Purpose

The Regional Rural Transportation Plan (RRTP) was initiated as a pilot project to give the rural areas of the Emerald Coast Region a mechanism to collaborate in identifying and documenting their transportation needs. This plan functions similarly to the Transportation Planning Organization (TPO) Long Range Transportation Plan process. It covers a 20-year planning horizon, prioritizes short- and long-range projects for consideration in the Statewide Transportation Improvement Program (STIP), and meets the goals of the Florida Transportation Plan (FTP).

Transportation Advisory Committee

A Transportation Advisory Committee (TAC), including representatives from the rural study area's jurisdictions and agency partners, was tasked with gathering transportation project needs from local governments, reviewing and approving evaluation criteria and project rankings, and making recommendations to the Emerald Coast Regional Council (ECRC) Board. The TAC held public meetings regularly throughout plan development and will continue to meet to implement and update the RRTP.

Needs Plan

The RRTP Needs Plan, which lists and ranks all identified projects by category, can be found in Section 8. The top five ranked projects in each category can be considered short-range needs (5-year) and the remainder are long-range needs (6 to 20-year). An interactive map including all Needs Plan projects and relevant data layers used throughout plan development can be accessed at www.ecrc.org/RRTPMAP.

Plan Updates

The RRTP Needs Plan will be evaluated annually. As funding mechanisms are identified and projects are funded, and/or new projects are identified, existing projects may move off the ranked lists or be reranked. Major RRTP updates will include a review of all plan components and are anticipated to occur every five years.

The project webpage will continue to be updated with relevant plan information and can be accessed at www.ecrc.org/RRTP.

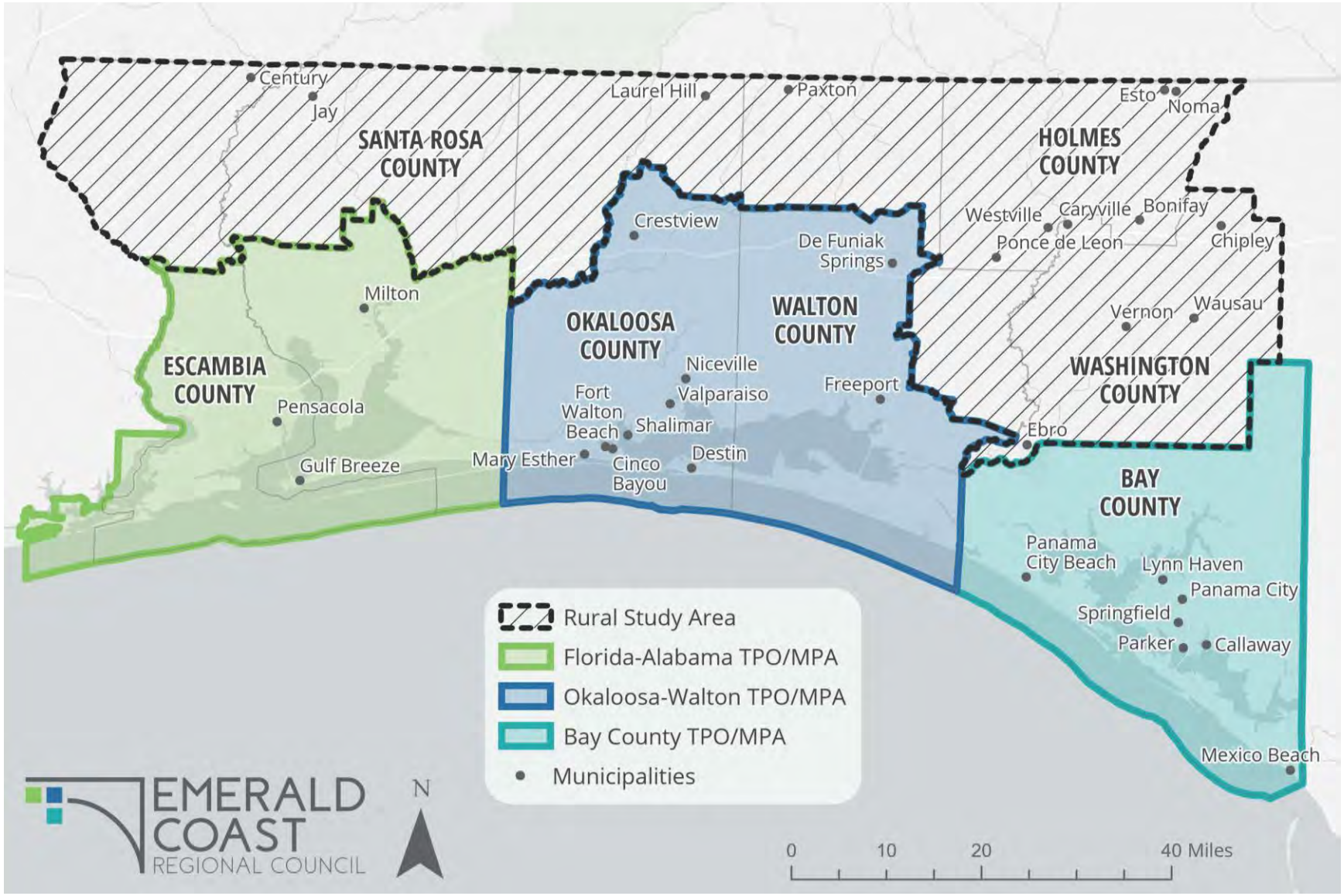
1.0 Introduction

On February 1, 2021, the contractual services agreement between the Florida Department of Transportation and the Emerald Coast Regional Council (ECRC) began for the development of the Regional Rural Transportation Plan for the seven counties served by the (ECRC). The ECRC serves as staff to the Florida-Alabama, Okaloosa-Walton, and Bay County Transportation Planning Organizations (TPOs). The Metropolitan Planning Area (MPA) Boundary for the Bay County TPO comprises the entirety of Bay County. The MPA Boundaries for the Florida-Alabama and Okaloosa-Walton TPOs are approximately the southern half of Escambia, Santa Rosa, Okaloosa, and Walton Counties. The non-MPA areas of Escambia, Santa Rosa, Okaloosa, and Walton Counties, and the entirety of Holmes and Washington Counties, encompass the Rural Study Area for this Regional Rural Transportation Plan (see Figure 1.1).

Based on the Scope of Services and the list of deliverables, this Report is organized into the following sections:

- State Planning Emphasis Areas and Federal Performance Measures
- Demographic Trends for each County
- Data Collection and Analysis
- Data Sources
- Public Outreach
- Evaluation Criteria
- Needs Plan
- Conclusion

Figure 1.1 - Emerald Coast Metropolitan Planning Area and Rural Study Area Boundaries



2.0 State Planning Emphasis Areas and Federal Performance Measures

Florida Planning Emphasis Area guidance from FDOT in 2018 stated TPOs are encouraged to plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside the current boundaries that are impacted by transportation movements between regions.

As stated in the Scope of Services, The Regional Rural Transportation Plan must at a minimum address the topics outlined in the 2020 Florida Planning Emphasis Areas publication. (The 2021 Florida Planning Emphasis Areas were identified and published by FDOT after the Scope of Services was finalized.)

2.1 Safety (2020 and 2021)

Safety has been a federal planning priority over numerous iterations of the transportation legislation. As stated within the FAST Act planning factors, metropolitan areas should "increase safety for motorized and non-motorized users." The state of Florida has expanded on this concept further by becoming a Vision Zero area, with a stated goal within the Florida Transportation Plan of zero fatalities across the state's transportation system. FDOT's Strategic Highway Safety Plan provides more information about how the state intends to address transportation safety in future years. The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long-Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Since the TPOs are being asked to report on and monitor their progress against their adopted safety performance measures, TPOs need to account in their UPWP for the effort necessary to satisfy these federal requirements. Additionally, TPOs are encouraged to consider how to expand upon the level of analysis and reporting required by the performance measurement process to further study their unique safety challenges. This approach may include the identification of safety needs in the TPO's LRTP or TIP, stand-alone safety studies for areas or corridors, or safety considerations within modal planning elements. Safety needs were considered in this Regional Rural Transportation Plan.

2.2 System Connectivity (2020)

Connectivity is a concept that is emphasized both at the federal and state levels. Within the FAST Act, one of the ten planning factors states, "enhance the integration and connectivity of the transportation system, across and between modes, for people and freight." Within the Florida Transportation Plan, system connectivity is addressed within two different goals:

- Infrastructure, and
- Mobility.

A connected system is often more cost-effective and better able to address natural and manmade constraints. For TPOs, system connectivity should be considered within several contexts. First, ***TPOs should emphasize connectivity within their boundaries to serve the unique needs of their urban and non-urban jurisdictions***. This requires coordination with member jurisdictions to identify their connectivity needs while also understanding how current and future land uses impact or can help augment connectivity. Second, ***TPOs should consider connectivity beyond their boundaries and emphasize continuity on those facilities that link their TPO to other metropolitan and non-urban or rural areas.*** Third, ***connectivity for TPOs should include multimodal linkages that are supportive of both passengers and freight. A connected network supports users traveling by a variety of modes, including first and last mile linkages***. Connectivity was considered in the development of the Regional Rural Transportation Plan.

2.3 Resilience (2020 and 2021)

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

TPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and the *FDOT Quick Guide: Incorporating Resilience* in the TPO LRTP. It should be noted that while these documents focus primarily on the development of TPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an TPO. ***TPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, TPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the TPO develop planning documents that are ultimately more realistic and cost-effective***. Resiliency was considered in the development of the Regional Rural Transportation Plan.

2.4 ACES (Automated/Connected/Electric/Shared Use) Vehicles (2020)

According to the Federal Highway Administration, "Transportation is in the midst of disruptive change from new technologies (automated and connected vehicles); new institutions (shared mobility firms); and changing attitudes (reduced car ownership). Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational Connected Vehicle (CV) and Automated Vehicle (AV) technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of CV and AV are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/AV usage."

Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act. ACES may lead to great improvements in safety, transportation choices, and quality of life for Floridians, our visitors, and the Florida economy. ***Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, TPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.*** Electric Recharging stations were considered in this Regional Rural Transportation Plan.

2.5 Emerging Mobility (2021)

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities. Multimodal improvements were considered in the development of the Regional Rural Transportation Plan.

2.6 Equity (2021)

Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. ***The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community.*** Equity was considered in this Regional Rural Transportation Plan.

2.7 Performance Measures

Performance Measures were an emerging issue by the Federal Highway Administration during the development of the 2040 Long Range Transportation Plan. Rule makings for Safety, Bridge and Pavement, and System Performance were established by the Federal Highway Administration between 2016 and 2017. Bridge, Pavement, and System Performance Targets were adopted by the TPOs in September 2018 and do not need to be adopted again until April 1, 2023. Targets for Safety Performance Measures must be adopted annually by February 27th. Since the Performance Measures for transit relate to fixed route public transportation which serve urbanized areas, these performance measures were not identified for this Regional Rural Transportation Plan.

The five Federal Performance Measures for **Safety** are:

- Number of Fatalities
- Rate of Fatalities per Hundred Million Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries per Hundred Vehicle Miles Traveled
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

The Federal Performance Measures for **Bridges** are:

- Percent of NHS Bridges classified as in Good Condition by Deck Area
- Percent of NHS Bridges classified as in Poor Condition by Deck Area

The Federal Performance Measures for **Pavement** are:

- Percent of Interstate Pavements in Good Condition
- Percent of Interstate Pavements in Poor Condition
- Percent of Non-Interstate NHS Pavements in Good Condition
- Percent of Non-Interstate NHS Pavements in Poor Condition

The Federal Performance Measures for **System Performance** are:

- Percent of Person Miles Traveled on Interstate System that is Reliable
- Percent of Percent of Person Miles Traveled on Non-Interstate System that is Reliable
- Truck Travel Time Reliability Index

Each of these Performance Measures (Safety, Bridge and Pavement, and System Performance) were considered in the development of the Regional Rural Transportation Plan.

3.0 Demographic Trends

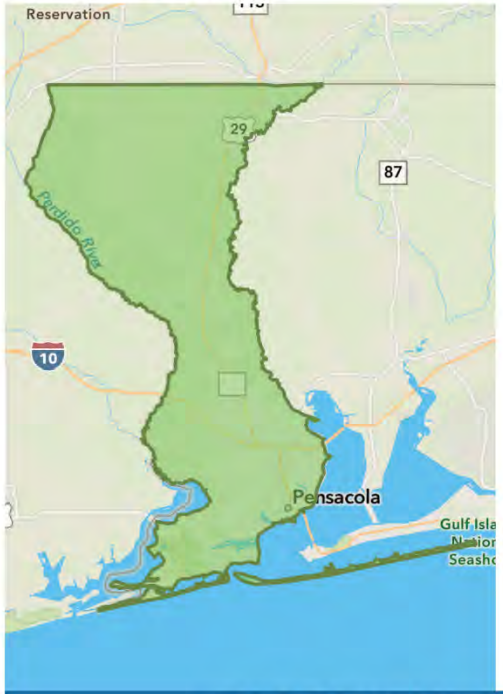
Two profiles derived from Esri's Community Analyst tool were examined for this Regional Rural Transportation Plan seven county area (Demographic and Commute). The Demographic Profiles include Population, Housing, Business, Education, and Employment data from Esri (2022 estimates and 2027 projections). The Commute Profiles include Transportation to Work, Workers and Vehicle Availability, and Travel Time to Work data from the American Community Survey (ACS 2015-2019 estimates). A summary of the county profiles is included in Table 3.1, followed by the profiles for each county served by the ECRC. A much different profile exists for the rural counties (Holmes and Washington) compared to the TPO counties. As a result, these different profiles need to be reviewed when developing the transportation needs for the Regional Rural Transportation Plan.

Table 3.1 - Regional Demographics Summary

Variable		Escambia	Santa Rosa	Okaloosa	Walton	Holmes	Washington	Bay
Annual Population Growth Rate		0.8%	1.61%	1.1%	2.5%	0.3%	0.5%	0.7%
Median Age		38.9	40.7	39.5	43.9	42.9	42	40.8
Minority Population		37%	19%	28%	20%	14%	23%	25%
Avg. Household Size		2.4	2.6	2.5	2.4	2.5	2.5	2.5
Total Employees		181,013	38,511	83,643	34,507	3,878	7,365	85,078
Unemployment Rate		8.4	7.6	7.6	7.2	8.7	8.4	7.6
Education (Population Age 25+)	No High School Diploma	9%	8%	8%	11%	22%	18%	9%
	High School Graduate	27%	27%	24%	27%	39%	42%	31%
	Some College	36%	35%	35%	32%	28%	28%	35%
	College Degree	28%	30%	33%	30%	11%	13%	24%
Transportation to Work	Drive Alone	75.5%	81.2%	82%	77%	82.1%	87.9%	81.4%
	Carpool	10.6%	10.5%	9.1%	10.2%	10.4%	7.1%	10.4%
	Take Public Transit	0.6%	0%	0.5%	0.3%	0.3%	0.4%	1%
	Bike	0.6%	0.3%	0.6%	0.6%	0.2%	0%	0.4%
	Walk	2.8%	1%	1.8%	1.3%	0.9%	0.7%	1.1%
	Other Means	0.9%	0.9%	0.9%	1.5%	1.8%	1.3%	1.1%
Work at Home		8.4%	5.7%	4.6%	9%	4.2%	2.4%	4%
Average # of Vehicles per Household		1.7	2	1.8	1.9	1.8	1.8	1.8

DEMOGRAPHIC PROFILE

Escambia County, FL



POPULATION

- **323,927** — 2020 Population
- **0.8%** — Annual Population Growth Rate, 2020-2025
- **38.9** — Median Age
- **50.7%** — Females
- **49.3%** — Males
- **154,797** — Civilian Population Age 16+ in Labor Force
- **37%** — Minority Population*

HOUSING

- **126,165** — Total Households
- **2.4** — Average Household Size

BUSINESS

- **12,586** — Total Businesses
- **181,013** — Total Employees

EDUCATION (POPULATION AGE 25+)

- **9%** — No High School Diploma
- **27%** — High School Graduate
- **36%** — Some College
- **28%** — Bachelor's/Grad/Prof Degree

EMPLOYMENT

- **64%** — White Collar
- **19%** — Blue Collar
- **18%** — Services
- **8.4%** — Unemployment Rate

*This infographic contains data provided by Esri and Infogroup. The vintage of the data is 2020, 2025 (Esri estimates and projections). *Minority population = Total Population - White, Non-Hispanic Population*

COMMUTE PROFILE

Escambia County, FL

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis of the ACS from Esri's data team at www.esri.com/software/american-community-survey

WORKERS AND VEHICLE AVAILABILITY

143,048
Workers Age 16+

8.4%
Worked at Home

1.7
Average Number of Vehicles Available per Household

TRANSPORTATION TO WORK

75.5%
Drove Alone

10.6%
Carpooled

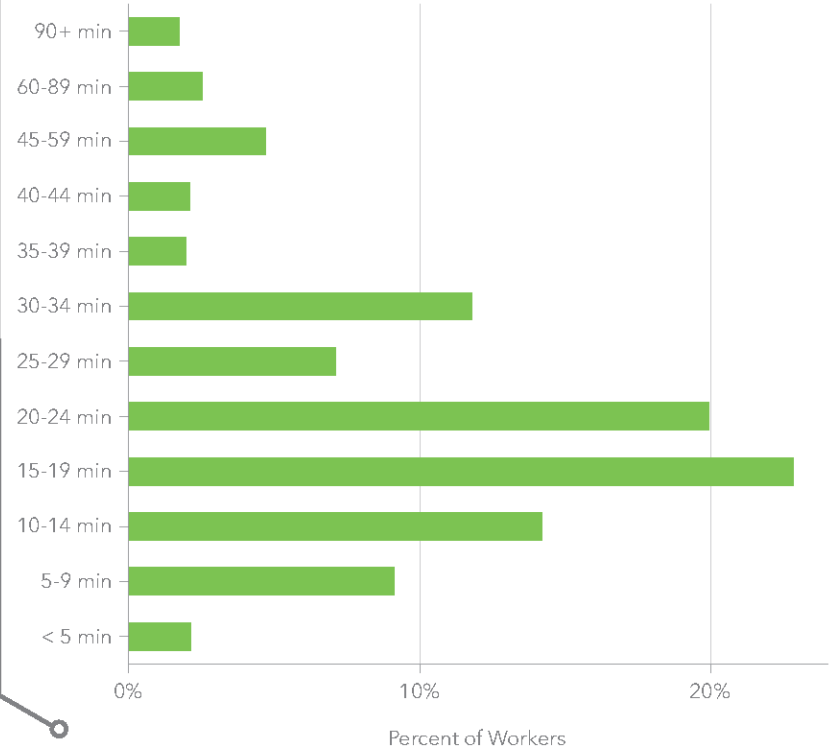
0.6%
Took Public Transportation

0.6%
Biked to Work

2.8%
Walked to Work

0.9%
Other Means

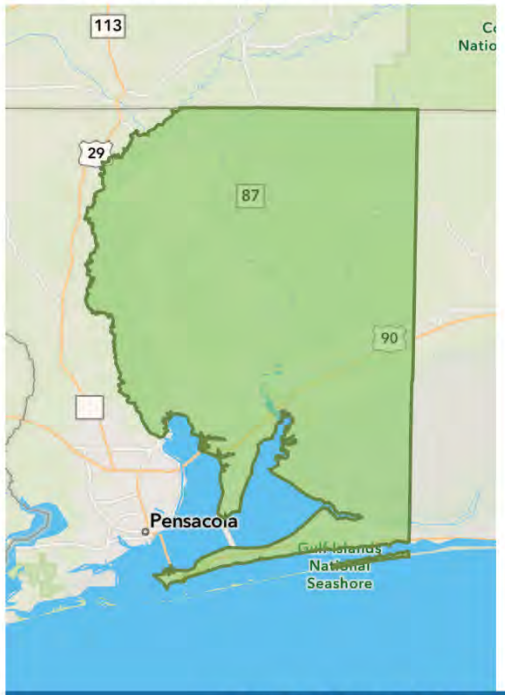
TRAVEL TIME TO WORK



This infographic contains data provided by American Community Survey (ACS). The vintage of the data is 2015-2019.

DEMOGRAPHIC PROFILE

Santa Rosa County, FL



POPULATION

183,740
2020 Population

1.6%
Annual Population Growth Rate, 2020-2025

40.7
Median Age

49.3%
Females

50.7%
Males

82,300
Civilian Population Age 16+ in Labor Force

19%
Minority Population*

HOUSING

68,356
Total Households

2.6
Average Household Size

BUSINESS

4,956
Total Businesses

38,511
Total Employees

EDUCATION (POPULATION AGE 25+)

8%
No High School Diploma

27%
High School Graduate

35%
Some College

30%
Bachelor's/Grad/Prof Degree

EMPLOYMENT

65%
White Collar

21%
Blue Collar

13%
Services

7.6%
Unemployment Rate

*This infographic contains data provided by Esri and Infogroup. The vintage of the data is 2020, 2025 (Esri estimates and projections). *Minority population = Total Population - White, Non-Hispanic Population*

COMMUTE PROFILE

Santa Rosa County, FL

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis of the ACS from Esri's data team at www.esri.com/software/american-community-survey

WORKERS AND VEHICLE AVAILABILITY

76,904
Workers Age 16+

5.7%
Worked at Home

2.0
Average Number of Vehicles Available per Household

TRANSPORTATION TO WORK

81.2%
Drove Alone

10.5%
Carpooled

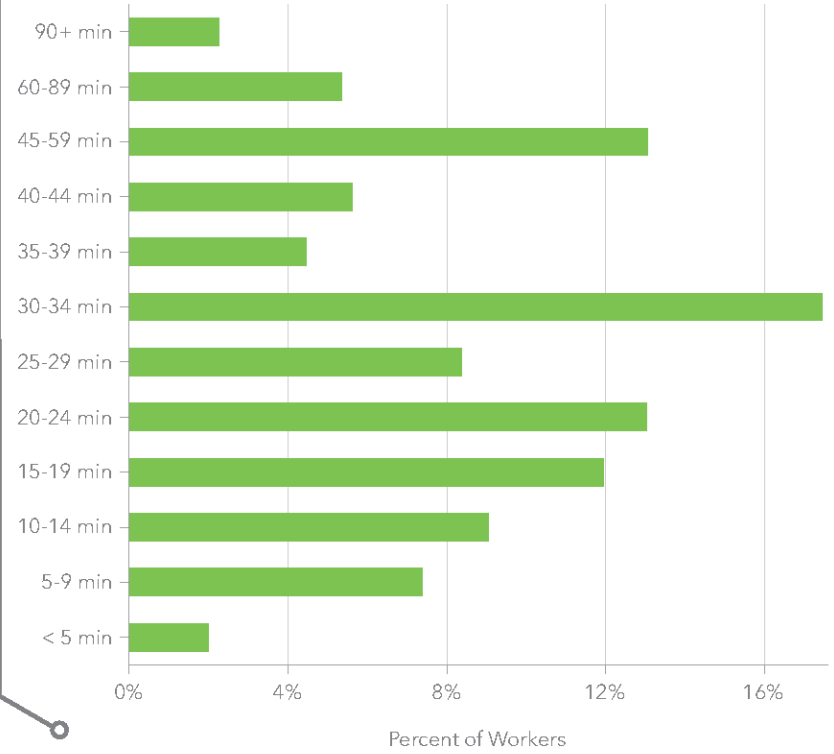
0.0%
Took Public Transportation

0.3%
Biked to Work

1.0%
Walked to Work

0.9%
Other Means

TRAVEL TIME TO WORK



This infographic contains data provided by American Community Survey (ACS). The vintage of the data is 2015-2019.

DEMOGRAPHIC PROFILE

Okaloosa County, FL

POPULATION

201,937
2020 Population

1.1%
Annual Population Growth Rate, 2020-2025

39.5
Median Age

50.0%
Females

50.0%
Males

100,437
Civilian Population Age 16+ in Labor Force

28%
Minority Population*

HOUSING

80,199
Total Households

2.5
Average Household Size

BUSINESS

9,478
Total Businesses

83,643
Total Employees

EDUCATION (POPULATION AGE 25+)

8%
No High School Diploma

24%
High School Graduate

35%
Some College

33%
Bachelor's/Grad/Prof Degree

EMPLOYMENT

61%
White Collar

19%
Blue Collar

20%
Services

7.6%
Unemployment Rate

*This infographic contains data provided by Esri and Infogroup. The vintage of the data is 2020, 2025 (Esri estimates and projections). *Minority population = Total Population - White, Non-Hispanic Population*

COMMUTE PROFILE

Okaloosa County, FL

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis of the ACS from Esri's data team at www.esri.com/software/american-community-survey

WORKERS AND VEHICLE AVAILABILITY

97,376
Workers Age 16+

4.6%
Worked at Home

1.8
Average Number of Vehicles Available per Household

TRANSPORTATION TO WORK

82.0%
Drove Alone

9.1%
Carpooled

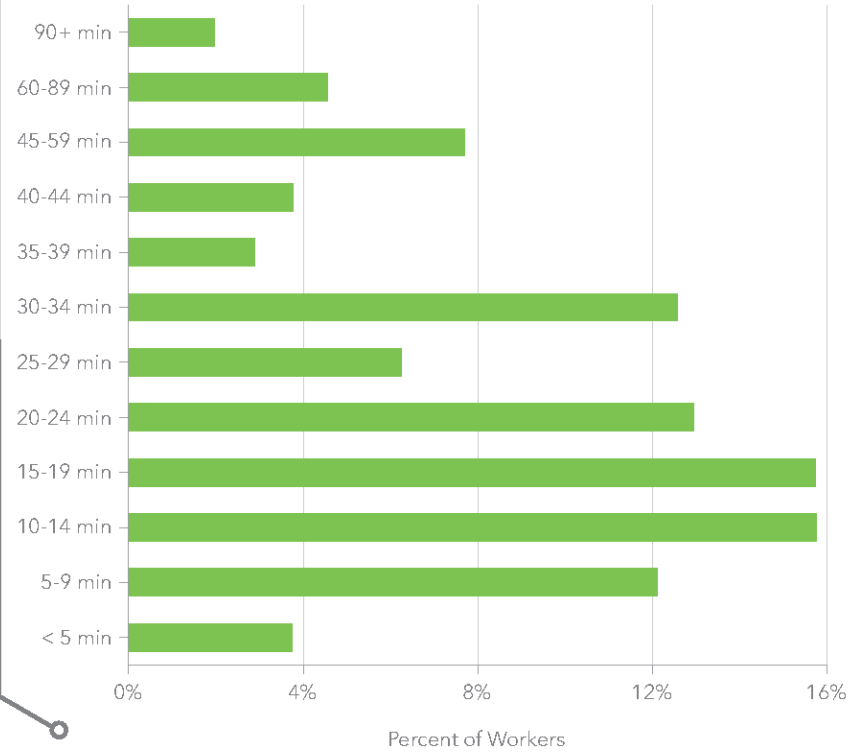
0.5%
Took Public Transportation

0.6%
Biked to Work

1.8%
Walked to Work

0.9%
Other Means

TRAVEL TIME TO WORK



This infographic contains data provided by American Community Survey (ACS). The vintage of the data is 2015-2019.

DEMOGRAPHIC PROFILE

Walton County, FL

POPULATION

71,777
2020 Population

2.5%
Annual Population Growth Rate, 2020-2025

43.9
Median Age

49.0%
Females

51.0%
Males

32,910
Civilian Population Age 16+ in Labor Force

20%
Minority Population*

HOUSING

29,002
Total Households

2.4
Average Household Size

BUSINESS

4,044
Total Businesses

34,507
Total Employees

EDUCATION (POPULATION AGE 25+)

11%
No High School Diploma

27%
High School Graduate

32%
Some College

30%
Bachelor's/Grad/Prof Degree

EMPLOYMENT

61%
White Collar

20%
Blue Collar

19%
Services

7.2%
Unemployment Rate

*This infographic contains data provided by Esri and Infogroup. The vintage of the data is 2020, 2025 (Esri estimates and projections). *Minority population = Total Population - White, Non-Hispanic Population*

COMMUTE PROFILE

Walton County, FL

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis of the ACS from Esri's data team at www.esri.com/software/american-community-survey

WORKERS AND VEHICLE AVAILABILITY

29,905
Workers Age 16+

9.0%
Worked at Home

1.9
Average Number of Vehicles Available per Household

TRANSPORTATION TO WORK

77.0%
Drove Alone

10.2%
Carpooled

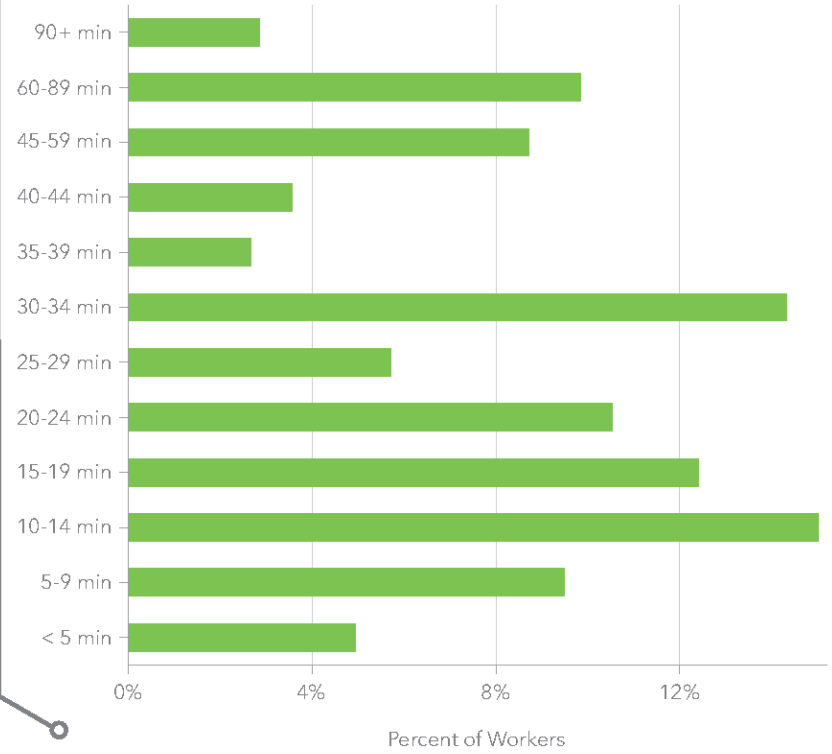
0.3%
Took Public Transportation

0.6%
Biked to Work

1.3%
Walked to Work

1.5%
Other Means

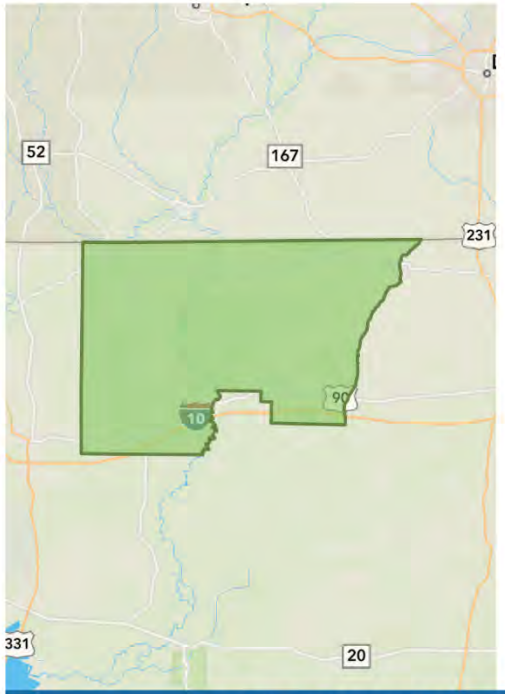
TRAVEL TIME TO WORK



This infographic contains data provided by American Community Survey (ACS). The vintage of the data is 2015-2019.

DEMOGRAPHIC PROFILE

Holmes County, FL



POPULATION

21,067
2020 Population

0.3%
Annual Population Growth Rate, 2020-2025

42.9
Median Age

46.8%
Females

53.2%
Males

7,525
Civilian Population Age 16+ in Labor Force

14%
Minority Population*

HOUSING

7,701
Total Households

2.5
Average Household Size

BUSINESS

479
Total Businesses

3,878
Total Employees

EDUCATION (POPULATION AGE 25+)

22%
No High School Diploma

39%
High School Graduate

28%
Some College

11%
Bachelor's/Grad/Prof Degree

EMPLOYMENT

53%
White Collar

29%
Blue Collar

19%
Services

8.7%
Unemployment Rate

*This infographic contains data provided by Esri and Infogroup. The vintage of the data is 2020, 2025 (Esri estimates and projections). *Minority population = Total Population - White, Non-Hispanic Population*

COMMUTE PROFILE

Holmes County, FL

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis of the ACS from Esri's data team at www.esri.com/software/american-community-survey

WORKERS AND VEHICLE AVAILABILITY

6,793
Workers Age 16+

4.2%
Worked at Home

1.8
Average Number of Vehicles Available per Household

TRANSPORTATION TO WORK

82.1%
Drove Alone

10.4%
Carpooled

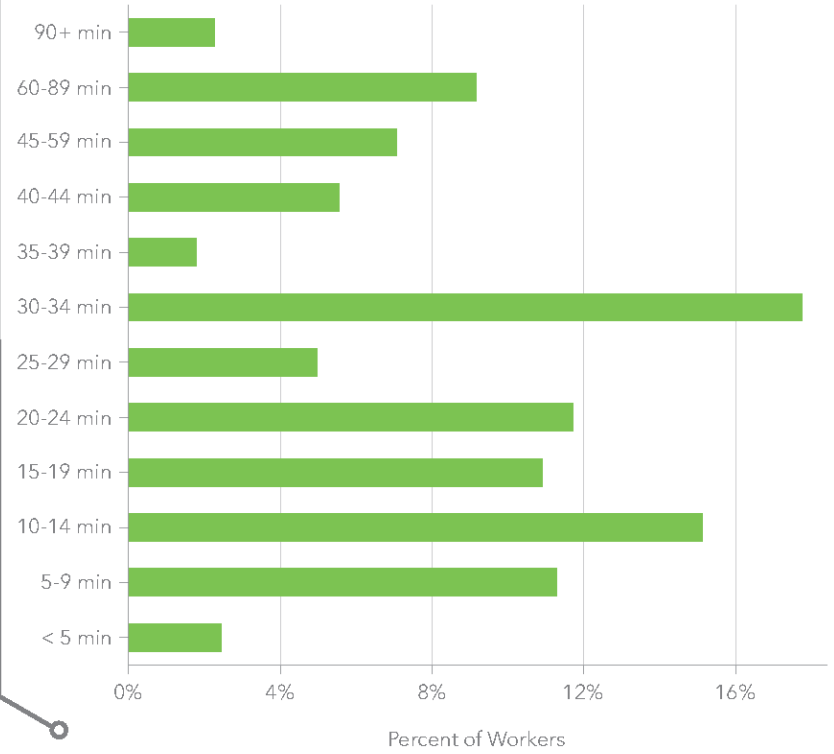
0.3%
Took Public Transportation

0.2%
Biked to Work

0.9%
Walked to Work

1.8%
Other Means

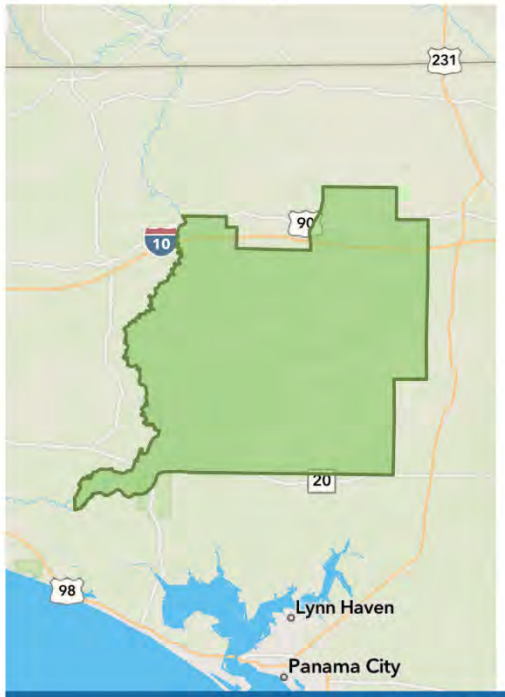
TRAVEL TIME TO WORK



This infographic contains data provided by American Community Survey (ACS). The vintage of the data is 2015-2019.

DEMOGRAPHIC PROFILE

Washington County, FL



POPULATION

26,322
2020 Population

0.5%
Annual Population Growth Rate, 2020-2025

42.0
Median Age

46.2%
Females

53.8%
Males

9,966
Civilian Population Age 16+ in Labor Force

23%
Minority Population*

HOUSING

9,480
Total Households

2.5
Average Household Size

BUSINESS

751
Total Businesses

7,365
Total Employees

EDUCATION (POPULATION AGE 25+)

18%
No High School Diploma

42%
High School Graduate

28%
Some College

13%
Bachelor's/Grad/Prof Degree

EMPLOYMENT

54%
White Collar

28%
Blue Collar

18%
Services

8.4%
Unemployment Rate

*This infographic contains data provided by Esri and Infogroup. The vintage of the data is 2020, 2025 (Esri estimates and projections). *Minority population = Total Population - White, Non-Hispanic Population*

COMMUTE PROFILE

Washington County, FL

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis of the ACS from Esri's data team at www.esri.com/software/american-community-survey

WORKERS AND VEHICLE AVAILABILITY

8,347
Workers Age 16+

2.4%
Worked at Home

1.8
Average Number of Vehicles Available per Household

TRANSPORTATION TO WORK

87.9%
Drove Alone

7.1%
Carpooled

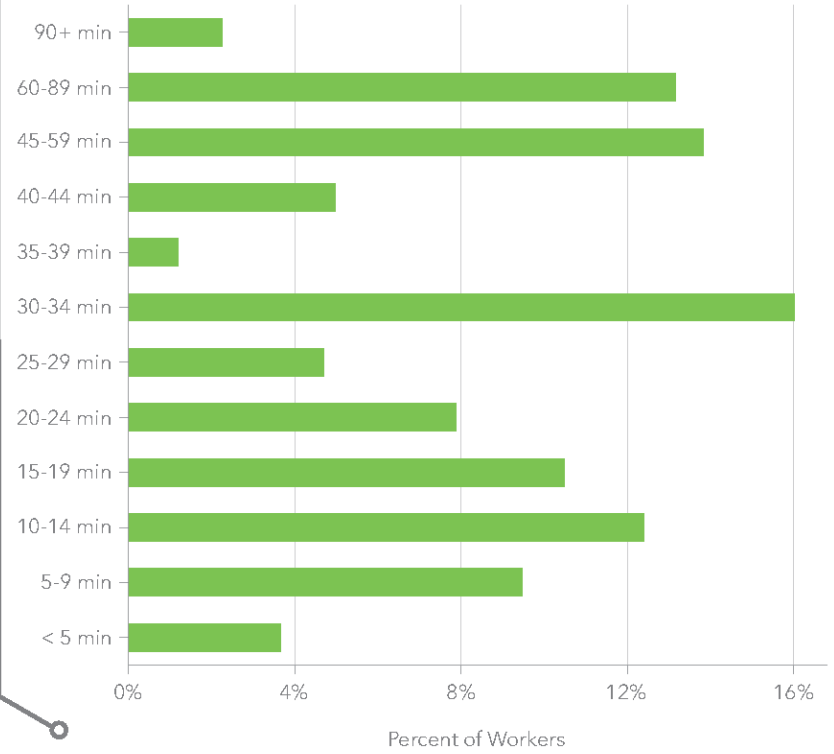
0.4%
Took Public Transportation

0.0%
Biked to Work

0.7%
Walked to Work

1.3%
Other Means

TRAVEL TIME TO WORK



This infographic contains data provided by American Community Survey (ACS). The vintage of the data is 2015-2019.

DEMOGRAPHIC PROFILE

Bay County, FL

POPULATION

174,728
2020 Population

0.7%
Annual Population Growth Rate, 2020-2025

40.8
Median Age

50.4%
Females

49.6%
Males

87,796
Civilian Population Age 16+ in Labor Force

25%
Minority Population*

HOUSING

70,312
Total Households

2.4
Average Household Size

BUSINESS

8,520
Total Businesses

85,078
Total Employees

EDUCATION (POPULATION AGE 25+)

9%
No High School Diploma

31%
High School Graduate

35%
Some College

24%
Bachelor's/Grad/Prof Degree

EMPLOYMENT

59%
White Collar

22%
Blue Collar

19%
Services

7.6%
Unemployment Rate

*This infographic contains data provided by Esri and Infogroup. The vintage of the data is 2020, 2025 (Esri estimates and projections). *Minority population = Total Population - White, Non-Hispanic Population*

COMMUTE PROFILE

Bay County, FL

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis of the ACS from Esri's data team at www.esri.com/software/american-community-survey

WORKERS AND VEHICLE AVAILABILITY

84,130
Workers Age 16+

4.0%
Worked at Home

1.8
Average Number of Vehicles Available per Household

TRANSPORTATION TO WORK

81.4%
Drove Alone

10.4%
Carpooled

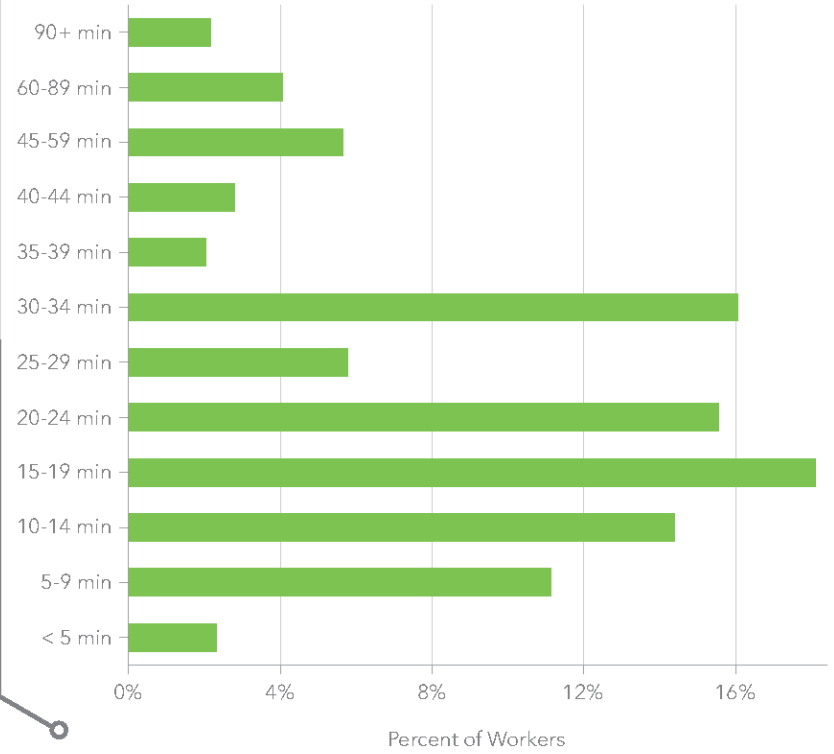
1.0%
Took Public Transportation

0.4%
Biked to Work

1.1%
Walked to Work

1.1%
Other Means

TRAVEL TIME TO WORK



This infographic contains data provided by American Community Survey (ACS). The vintage of the data is 2015-2019.

4.0 Data Collection and Analysis

The following documents have been reviewed based upon a common template developed by the ECRC. This list of documents was identified in the Scope of Services. The findings of this Literature Review were analyzed to assist in the development of the needed projects for this study.

4.1 2045 Florida-Alabama Long Range Transportation Plan

The 2045 Florida-Alabama TPO Long Range Transportation Plan was adopted on October 14, 2020 and amended on January 13, 2021. As per Federal regulations, the Long Range Transportation Plan must be updated every five years. The 2045 Long Range Transportation Plan documentation that is pertinent to the Regional Rural Transportation Plan are Goals and Objectives, Evaluation Criteria, Needs Plan, and Cost Feasible Plan.

Vision Statement, Mission Statement, and Goals and Objectives

Vision Statement: The Florida-Alabama Transportation Planning Organization (TPO) envisions a multi-modal transportation system that improves quality of life, increases the region's economic competitiveness, and protects the environment.

Mission Statement: The Florida-Alabama TPO 2045 Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

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

Objective A.1: Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities), in accordance with the Florida Department of Transportation "Vision Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP). Identify performance targets for each performance measure. Identify methods to monitor and evaluate performance. Include a System Performance Report.[1]

Objective A.2: Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.[1]

Objective A.3: Ensure that the regional transportation system can support emergency response and recovery efforts.[3]

Objective A.4: Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).[1]

Objective A.5: Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.[3]

Objective A.6: Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.[3]

Objective A.7: Decrease the duration of interruptions in service by having assets prepositioned to deal with events.[4]

Objective A.8: Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.[1]

Objective A.9: Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.[1]

Goal B: A transportation system that meets user needs.

Objective B.1: Obtain public input using targeted outreach efforts and track results by ZIP code in accordance with the goals of the 2045 Florida-Alabama LRTP Public Involvement Plan.[2]

Objective B.2: Develop and maintain a coordinated traffic signal system that is efficient and provides predictable travel times.[4]

Objective B.3: Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).[2]

Objective B.4: Develop a Congestion Management Process to: 1) provide for the safe and effective integrated management and operations of the transportation network; 2) identify the acceptable level of performance; 3) identify methods to monitor and evaluate performance; 4) define objectives; 5) establish a coordinated data collection program; 6) identify and evaluate strategy benefits; 7) identity an implementation schedule; and 8) periodically assess the effectiveness of the strategies. The congestion management process should result in multimodal system measures and strategies that are reflected in the LRTP and TIP.[1,2]

Objective B.5: Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)]. Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.[4]

Goal C: A transportation system that is maintained and operated efficiently.

Objective C.1: Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.[2]

Objective C.2: Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.[1]

Objective C.3: Ensure that appropriate stormwater measures are included in all roadway projects.[2]

Objective C.4: Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies and incorporate results from previous Corridor Management Studies.[1, 2]

Goal D: A Transportation System that Is Multimodal, Integrated, Connected, and Innovative.

Objective D.1: Interconnect land uses and transportation facilities.[2]

Objective D.2: Increase the accessibility and mobility of people and goods.[2]

Objective D.3: Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation, park-n-ride lots, rail, bus rapid transit, automobile, trolleys, bicycle facilities, trails [paddling, land, and greenways], ferry service and water taxi service [recreational and commuter], and pedestrian facilities). Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand (Intelligent Transportation Systems [ITS], and Automated Driving Systems [ADS).[4]

Objective D.4: Integrate transportation modes to increase accessibility and connectivity of the transportation system across and between modes for people and goods.[2]

Objective D.5: Expand transit services to improve accessibility, availability, and desirability of transit travel options. Include coordination with both Escambia County Area Transit (ECAT) in Escambia County, FL; and Baldwin Rural Area Transit System (BRATS) in Baldwin County, AL; and the Emerald Coast Regional Council RideOn Program.[2]

Objective D.6: Advance the flow of traveler information (such as innovative technology).[4]

Objective D.7: Seek opportunities to provide a passenger rail system.[2]

Goal E: A transportation system that supports and promotes economic vitality.

Objective E.1: Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.[2]

Objective E.2: Identify existing and future Highways of Commerce, assigning priority to those deemed deficient.[2]

Objective E.3: Implement projects that will support the military's ability to carry out its missions at the region's installations.[2]

Objective E.4: Develop a transportation network that provides access to and from residential areas, job centers, local businesses, schools, health care facilities, and tourism destinations.[2]

Objective E.5: Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.[2]

Goal F: A transportation system that supports a high quality of life respectful of the environment, public health, and vulnerable users.

Objective F.1: Consider the health impacts of projects and policies for transportation investments.[3]

Objective F.2: Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions, and non-point source pollution) and identify potential environmental mitigation.[3]

Objective F.3: Implement complete street and/or context sensitive design into projects.[2]

Objective F.4: Improve para-transit services.[2]

Objective F.5: Promote healthy lifestyles, economic benefits of outdoor recreation and ecotourism, integration of recreation, physical activity, and other elements of active living by incorporating outdoor trails, trail connectivity, and providing for the safety of trail users into transportation systems.[1,2]

Objective F.6: Maintain air quality attainment status for ground level ozone.[3]

Goal G: A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective G.1: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes consistent with local government comprehensive plans.[2]

Objective G.2: Continue regional cooperation and coordination at the local, state, Tribal, and federal levels. Expand coordination with the Baldwin Rural Area Transit System (BRATS) in Baldwin County, Alabama and other stakeholders, such as Orange Beach, to include long-term project development.[2]

Objective G.3: Ensure consistency with the Comprehensive Economic Development Strategy (CEDS) developed by the Emerald Coast Regional Council (ECRC).[2]

Objective G.4: Continue to reach out to the traditionally underserved populations during the planning process to ensure access. Incorporate public participation plan measures of

effectiveness to evaluate and improve outreach. Measure public involvement activities for effectiveness, reporting the outcome of involvement efforts and how they shaped or influenced the LRTP.[2]

Objective G.5: Involve regulatory agencies (including, but not limited to, Transportation, Environmental, Tribal, and Utilities) and interested citizens groups early in the planning process so any issues among these agencies and groups can be addressed sooner rather than later.[2]

Objective G.6: Coordinate with health and education planning efforts to ensure holistic community planning (economic, health, education, etc).[2]

Objective G.7: Develop projects in sufficient detail to prepare fiscally constrained cost estimates to show how the projects will be implemented, based on the FDOT Revenue Forecast.[2]

Evaluation Criteria

The adopted Evaluation Criteria is listed below. The categories were weighted as follow for a maximum of 310 points per project:

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

Total: 310 points

A. Safety and Security (25%) *Related Objectives: A.1, A.2, and A.4*

Hurricane Evacuation *(Project is on or develops Hurricane Evacuation Route)*[3]

- Yes 1 point
- No 0 points

Safety Improvement Strategies *(Accident rates based on Signal 4 Analytics)*[1]

- Highest 1 point
- Mid-Range 0.5 point
- Lowest 0 points

Intermodal Access *(Project on the SIS, STRAHNET, military, otherwise regional significant)*

- Yes 1 point
- No 0 points

B. Users Needs (15%) *Related Objectives B.2. B.3, B.4, D.3, D.6, E.1*

Existing Level of Service *(Project existing LOS based on Congestion Management System)*[1]

- Level of Service E or F — 1 point
- Level of Service C or D — 0.5 point
- Level of Service A or B — 0 points

Future Level of Service *(Project future LOS based on Needs Assessment)*[1]

- Level of Service A or B — 1 point
- Level of Service C or D — 0.5 point
- Level of Service E or F — 0 points

Connectivity *(Project improves connectivity over the network)*[2]

- Principal Arterial — 1 point
- Arterial — 0.5 point
- Collector/Other — 0 points

C. Operational and Integrated (15%) *Related Objectives B.5. C.1, C.2, C.4, D.2, D.3, D.6*

Intelligent Transportation System / Advanced Transportation Management System *(Project supports ITS/ATMS implementation)*[4]

- Yes — 1 point
- No — 0 points

Adopted Plans *(Project addresses users needs in adopted master, regional, local plans including Freight or Corridor Management Plans)*[2]

- Yes — 1 point
- No — 0 points

Freight Plan *(Is project in adopted Freight Plan)*[2]

- Yes — 1 point
- No — 0 points

Existing Volume to Capacity (V/C) *(What is existing Volume to Capacity Ratio based on Regional Transportation Model)*[2]

- V/C Ratio 1.3 or greater — 1 point
- V/C Ratio less than 1.3 — 0 points

Future Volume to Capacity Ratio *(What is the future Volume to Capacity Ration based on Regional Transportation Model)*[2]

- V/C Ratio 1.3 or greater — 1 point
- V/C Ratio less than 1.3 — 0 points

Structurally Deficient Upgrades *(Project replaces/improves structurally deficient infrastructure)*[2]

- Yes — 1 point
- No — 0 points

D. Multimodal (15%) *Related Objectives D.2. D.3, D.4, D.5, F.3, F.4*

Pedestrian, Bicycle, Public Transportation Improvement *(Project included as a pedestrian route in the Bicycle)*[2]

- Same facility — 1 point
- Within 2 miles — 0.5 point
- Greater than 2 miles — 0 points

Complete Streets *(Project provides Complete Streets implementation)*[2]

- Yes — 1 point
- No — 0 points

E. Economic Vitality (10%) *Related Objectives E.1. E.3, E.4, E.5, F.5*

Economic Development *(Project provides connection to activity center)*[2]

- Yes — 1 point
- No — 0 points

Rural Connectivity *(Project provides additional connection/enhancement to the rural area)*[2]

- Yes — 1 point
- No — 0 points

Tourism and Recreation *(Project provides for tourism, recreation, linkages to water, trail, parks)*[2]

- 0 to 2 miles — 1 point
- Greater than 2 miles — 0 points

F. Quality of life (10%) *Related Objectives F.1. F.2, F.5, F.6, G.6.*

Environmental *(Project Development and Environment (PD&E) Study and/or Efficient Transportation Decision Making Review (ETDM) Review)*[3]

- Low — 1 point
- Moderate — 0.5 point
- Substantial — 0 points

Community Impacts *(Project Community Impacts Assessed)*[3]

- High — 1 point
- Low — 0 points

G. Planning Consistency (10%) *Related Objectives D.2.*

Status *(Project Evaluation and Work Plan)*[2]

- Right of Way or Construction — 1 point
- PD&E/Design — 0.5 point
- No — 0 points

Local Government Contribution *(Project funding includes local government contribution)*[2]

- Yes — 1 point
- No — 0 points

Needs and Cost Feasible Plans

- 2045 Needs Plan (Adopted July 8, 2020)
- 2045-Cost Feasible Plan (Adopted October 14, 2020; Amended January 13, 2021)

The ECRC GIS Coordinator has the shapefiles for the 2045 Needs and Cost Feasible Plans and has included them in the Rural Plan's interactive map.

Other Information Relevant to Rural Transportation

The Regional Rural Transportation Plan Scope of Services identifies four topics as Florida Planning Emphasis Areas in 2020:

1. Safety.
2. System Connectivity.
3. Resilience.
4. ACES (Automated/Connected/Electric/Shared-Use.

The superscripts included in the Goals and Objectives and Evaluation Criteria above indicate how the emphasis areas were included in the development of the Long Range Transportation Plan.

4.2 2045 Bay County Long Range Transportation Plan

The 2045 Bay County TPO Long Range Transportation Plan was adopted on June 16, 2021. As per Federal regulations, the Long Range Transportation Plan must be updated every five years. The 2045 Long Range Transportation Plan documentation that is pertinent to the Regional Rural Transportation Plan are Goals and Objectives, Evaluation Criteria, Needs Plan, and Cost Feasible Plan.

Vision Statement, Mission Statement, and Goals and Objectives

Vision Statement: Our vision is to provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, respects citizens property rights, protects the environment, promotes efficient system management and operation, and emphasizes modernization of the Bay County TPO area transportation system.

Mission Statement To guide safe and socially responsible transportation decision-making for the modernization of the Bay County TPO area's transportation system that supports the balance of the needs of Bay County Residents and transient populations for the economic development of the region.

Goal 1: A multi-modal transportation system that is safe.

Objective 1.1: Develop projects that increase safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).[1]

Objective 1.2: Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.[3]

Objective 1.3: Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.[1]

Objective 1.4: All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.[1]

Objective 1.5: Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.[1]

Objective 1.6: Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.[2]

Goal 2: A multi-modal network of integrated transportation systems for the movement of people and goods.

Objective 2.1: Develop multi-modal linkages to increase the range of travel choices.[2]

Objective 2.2: Expand bicycle, pedestrian, and public transportation services to improve accessibility, availability, and desirability of transit travel options.[2]

Objective 2.3: Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.[2]

Objective 2.4: Reduce delays for people and goods through increased multi-modal system capacity.[2]

Objective 2.5: Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.[2]

Objective 2.6: Identify both long-range and short-range strategies that provide for an integrated multimodal transportation system, with a forward-looking approach to Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].[4]

Objective 2.7: Identify corridors, infrastructure needs, and planning / transition implementation needs to accommodate Mobility on Demand [Intelligent Transportation Systems (ITS), and Automated Driving Systems (ADS)].[4]

Objective 2.8: Pursue opportunities to support the mobile economy by establishing priority Freight Corridors.[2]

Objective 2.9: Clearly define traffic capacity of roads for use in development planning.[2]

Goal 3: A multi-modal transportation system that is operated and maintained efficiently.

Objective 3.1: Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.[2]

Objective 3.2: Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).[2]

Objective 3.3: Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.[4]

Objective 3.4: Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.[2]

Objective 3.5: Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.[2]

Objective 3.6: Integrate Complete Streets Policies into project development and maintenance programs.[2]

Goal 4: A multi-modal transportation system that protects, preserves, and enhances a high quality of life.[2]

Objective 4.1: Reduce adverse impacts of transportation on the environment (such as habitat and ecosystem fragmentation, wildlife collisions and non-point source pollution).[2]

Objective 4.2: Preserve and enhance access to historical areas.[2]

Objective 4.3: Implement design standards for transportation facilities that will protect the environment (e.g., sensitive habitats, air quality, water quality, water quantity, recharge areas, trees).[3]

Objective 4.4: Provide transportation equity for all persons including but not limited to young, persons with disabilities, the economically challenged, and the elderly.[2]

Objective 4.5: Ensure no one segment of the population bears a disproportionate share of adverse impacts.[2]

Objective 4.6: Maintain air quality attainment status for ground level ozone.[4]

Objective 4.7: Introduce and expand the use of alternative fuels and alternatively fueled vehicles (AFV) and related technologies.[4]

Goal 5: A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

Objective 5.1: Coordinate transportation and future land use decisions to promote efficient development patterns and a choice of transportation modes, consistent with local government comprehensive plans and road capacities.[2]

Objective 5.2: Local governments should coordinate access management between permitting agencies.[2]

Objective 5.3: Work with local governments to pass Corridor Preservation Ordinances to preserve land for future projects.[2]

Objective 5.4: Encourage local government site plan review process to include provisions for compliance with Federal Americans with Disabilities Act guidelines and alternate forms of transportation.[2]

Objective 5.5: Encourage green spaces in transportation related development through local government ordinances.[2]

Objective 5.6: Involve environmental regulatory agencies and interested public groups in environmental issues early in the planning process.[1]

Objective 5.7: Maintain close coordination with Florida Department of Transportation (FDOT), Department of Economic Opportunity (DEO), and chambers of commerce and neighboring counties on issues related to land use decisions, economic growth policies and transportation needs.[2]

Objective 5.8: Plan for and coordinate with rural governmental entities both within their planning boundaries as well as those areas outside of the current boundaries that are impacted by transportation movements between regions.[2]

Objective 5.9: Integrate public education and outreach so citizens can better educate the government on what they see as needs, to include direct communication with property owners at the earliest phases of proposed road projects.[2]

Goal 6: A multi-modal transportation system that supports economic vitality.

Objective 6.1: Supports projects that improve connectivity to existing or planned economic centers.[2]

Objective 6.2: Support integration of regionally significant intermodal facilities into the region's transportation system resulting in a seamless, efficient network.[2]

Objective 6.3: Educate TPO members, staff, and advisory committee members regarding the applications of sustainable community principles.[3]

Objective 6.4: Identify existing and future Highways of Commerce or Freight Corridors, assigning priority to those deemed deficient.[2]

Objective 6.5: Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System facilities (highway, airport, seaport, and STRAHNET) to ensure efficient movement of people and goods.[2]

Objective 6.6: Incorporate tourism strategy and planning documents (including traffic congestion plans) into the needs and projects of the transportation system.[2]

Goal 7: A multi-modal transportation system that provides for the security of residents, visitors and commerce.

Objective 7.1: Develop projects that increase safety for all motorized and nonmotorized users.[1]

Objective 7.2: Enhance the integration and connectivity of the transportation system for purposes of security.[2]

Objective 7.3: Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.[4]

Objective 7.4: Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.[1]

Objective 7.5: Enhance the safety of the transportation system to support Emergency Medical Services, Fire and Hazardous Materials response.[1]

Objective 7.6: Coordinate with military land use through the joint land use planning processes.[2]

Goal 8: A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities.

Objective 8.1: Support policies to ensure that facilities and services are provided concurrently with development and meet local level of service (LOS) standards.[2]

Objective 8.2: Manage congestion near ports, airports, rail facilities, military facilities, economic activity centers, and tourist attractions.[2]

Objective 8.3: Balance the needs of local residents, including tourist industry labor commuters, and visitor traffic stress on transportation system.[2]

Objective 8.4: Preserve the intended function of the Florida Strategic Intermodal System (SIS), Strategic Highway Network (STRAHNET), and other appropriate corridors for intercity travel and freight movement.[2]

Evaluation Criteria

The adopted Evaluation Criteria is listed below. The categories were weighted as follow for a maximum of 335 points per project:

- Safety: 4 criteria, 4 points, weighted at 20%: 80 points
- Congestion Management: 3 criteria, 3 points, weighted at 20% 60 points
- Economic Vitality: 4 criteria, 4 points, weighted at 15%: 60 points
- Choices and Connections: 3 criteria, 3 points, weighted at 15%: 45 points
- Efficiency and Preservation: 3 criteria, 3 points, weighted at 10%: 30 points
- Sustainability and Livability: 3 criteria, 3 points, weighted at 10%: 30 points
- Security: 3 criteria, 3 points, weighted at 10%: 30 points

Total: 335 points

A. Safety (20%) *Related Objectives: 1.1, 1.3,1 4, and 6.5*

Complete Systems *(Project assists in providing a completed transportation system)*[2]

- Yes 1 point
- No 0 points

School Activity *(Project within two miles of a public school, private school, or college)*[2]

- Yes 1 point
- No 0 points

Safety Improvement Strategies *(Crash rates based on Signal 4 Analytics)*[1]

- Highest 1 point
- Mid-Range 0.5 point
- Lowest 0 points

Identified by Community Traffic Safety Team *(Project on Bay County Safety Team list of Projects)*[1]

- 1 year or greater — 1 point
- < 1 year — 0.5 point
- No — 0 points

B. Connection Management (20%) *Related Objectives 8.1*

Correct Deficiency *(Project is deficient in the Existing plus Committed Network)*[2]

- >1.3 — 1 point
- 1.0 to 1/3 — 0.5 point
- <1.0 — 0 points

Congestion Management Strategies *(Volume to Capacity Ratio from the 2045 Needs Plan Network)*[2]

- >1.3 — 1 point
- 1.0 to 1/3 — 0.5 point
- <1.0 — 0 points

Facility Level of Service (LOS) *(2018 FDOT LOS Tables)*[2]

- D-F — 1 point
- C — 0.5 point
- A-B — 0 points

C. Economic Vitality (15%) *Related Objectives 6.1. 6.4, 6.5, 6.6*

Economic Reach *(Positive Employment Growth from 2020 to 2045 Traffic Analysis Zones along Corridor)*[2]

- >2% — 1 point
- >0 to 2% — 0.5 point
- No — 0 points

Base Access *(Project on the SIS for military access or the Strategic Highway Network (STRAHNET))*[2]

- Yes — 1 point
- No — 0 points

Intermodal Goods Movement *(Project on the Strategic Intermodal System (SIS) or TPO's Regional Freight Network)*[2]

- Yes — 1 point
- No — 0 points

Tourism *(Project provides for tourism, recreation, or ecotourism enhancement)*[2]

- Yes 1 point
- No 0 points

D. Choices and Connections (15%) *Related Objectives 2.1. 2.2, 3.6*

Pedestrian *(Project included as a Pedestrian project in the TPO's Bicycle/Pedestrian Plan)*[2]

- Same facility 1 point
- Within 1/2 mile 0.5 point
- Greater than 1/2 mile 0 points

Bicycle *(Project included as a Bicycle project in the TPO's Bicycle/Pedestrian Plan)*[2]

- Same facility 1 point
- Within 1 mile 0.5 point
- Greater than 1 mile 0 points

Public Transportation *(Project is located on the Bay Town Trolley Route or FDOT Park and Ride Lot)*[2]

- Same facility 1 point
- Within 1/2 mile 0.5 point
- Greater than 1/2 mile 0 points

E. Efficiency and Preservation (10%) *Related Objectives 3.1. 3.2, 3.3, 3.4, 3.5*

AADT *(2015 FDOT or 2015 Local Government Traffic Counts)*[2]

- >20,000 1 point
- 10,000 to 20,000 0.5 point
- 0 to <10,000 0 points

Route Significance *(Project is on the Strategic Intermodal System or National Highway System)*[2]

- Yes 1 point
- No 0 points

Existing Deficiency *(Regional Transportation Model and TPO's LOS Tables for 2015 and other LOS)*[2]

- >1.3 1 point
- 1.0 to 1.3 0.5 point
- <1.0 0 points

F. Sustainability and Livability (10%) *Related Objectives 4.1. 4.3, 4.6, 4.7, 4.8, 5.1. 5.2, 5.5, 5.7*

Environmental and Social *(Project Development and Environment (PD&E) Study and/or FDOT Consultant Efficient Transportation Decision Making Review (ETDM) Review)*[2]

- Low — 1 point
- Moderate — 0.5 point
- Substantial — 0 points

Recreational Opportunity *(Project is linked to water, campgrounds, parks, and trails)*[2]

- 0 to 2 miles — 1 point
- >2 miles — 0 points

Local Planning *(Project is located in a Local Government Comprehensive Plan or Master Plan)*[2]

- Yes — 1 point
- No — 0 points

G. Security (10%) *Related Objectives 7.1, 7.2, 7.3, 7.5*

Emergency Response *(Project on a hurricane evacuation route in the Northwest Florida Hurricane Evacuation Restudy)*[3]

- Yes — 1 point
- No — 0 points

Identified Security Issues *(Project is within 2 miles of military installation, airport, port, and local government center)*[1]

- Yes — 1 point
- No — 0 points

Service Disruption *(Project is within 5 miles of a hurricane evacuation route from the Hurricane Restudy above)*[3]

- Yes — 1 point
- No — 0 points

Needs and Cost-Feasible Plans

- 2045 Needs Plan (Adopted January 27, 2021)
- 2045 Cost Feasible Plan (Adopted June 16, 2021)

The ECRC GIS Coordinator has the shapefiles for the 2045 Needs and Cost Feasible Plans and has included them in the Rural Plan's interactive map.

Other Information Relevant to Rural Transportation

The Regional Rural Transportation Plan Scope of Services identifies four topics as Florida Planning Emphasis Areas in 2020:

1. Safety.
2. System Connectivity.
3. Resilience.
4. ACES (Automated/Connected/Electric/Shared-Use.

The superscripts included in the Goals and Objectives and Evaluation Criteria above indicate how the emphasis areas were included in the development of the Long Range Transportation Plan.

4.3 2045 Okaloosa-Walton Long Range Transportation Plan

The 2045 Okaloosa-Walton TPO Long Range Transportation Plan was adopted on December 9, 2021. As per Federal regulations, the Long Range Transportation Plan must be updated every five years. The 2045 Long Range Transportation Plan documentation that is pertinent to the Regional Rural Transportation Plan are Goal and Objectives, Evaluation Criteria, Needs Plan, and Cost Feasible Plan.

Vision Statement, Mission Statement, and Goals and Objectives

Vision Statement: Our vision is to provide a high quality, safe, efficient, reliable, and cost effective multimodal transportation system that enhances economic vitality, military missions, and quality of life while protecting the environment and promoting efficient system management and operation.

Mission Statement: To preserve and enhance reliable transportation systems that are safe, efficient, resilient, socially and environmentally responsible, technologically advanced, financially constrained, coordinated with land use patterns, and allow for modal choice.

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

Objective A.1: Develop projects that improve safety for all motorized and non-motorized users (such as improved access management to reduce crashes, variable message signs to warn motorists of unsafe conditions, provision of sidewalks, transit, and bicycle facilities).

Objective A.2: Implement counter-measures to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.

Objective A.3: Provide for regional transportation systems that improves emergency response and recovery efforts.

Objective A.4: Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).

Objective A.5: Consider alternate routes and travel times on roads that function as evacuation routes before, during, and after a natural disaster to reduce service interruption probability and when establishing roadway improvement priorities.

Objective A.6: Decrease the duration of interruptions in service by having assets prepositioned to deal with events.

Objective A.7: Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multimodal transportation system.

Objective A.8: Coordinate and cooperate with the Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies to enhance the security of the transportation system.

Goal B: A transportation system that is user-friendly, multimodal, integrated, connected, and maximizes mobility.

Objective B.1: Identify multimodal and intermodal transportation facilities that will function as an integrated system and address the mobility needs of the area.

Objective B.2: Integrate bicycle and pedestrian routes and projects into the Long Range Transportation Plan, with increased emphasis on high activity areas such as schools and tourist destinations.

Objective B.3: Provide multimodal linkages to increase the range and connections of modal choices available.

Objective B.4: Develop traveler information systems that provide wayfinding and real time traveler information through both physical and online resources.

Objective B.5: Interconnect land uses and transportation facilities that provide access to essential public services.

Objective B.6: Develop a multimodal transportation system that affords users modal choices (such as mass transit, transit circulation park-n-ride lots, rail, bus rapid transit, automobile, bicycle facilities, and pedestrian facilities).

Objective B.7: Expand transit services to improve accessibility, availability, and desirability of transit travel options.

Objective B.8: Use emerging technologies to reduce delay and improve reliability and customer service, such as: Intelligent Transportation Systems (ITS), Automated, connected and shared vehicles.

Objective B.9: Integrate Complete Streets policies and /or multimodal transportation districts (MMTD) into planning documents, project development, and maintenance programs.

Goal C: A transportation system that provides for the effective movement of goods and people.

Objective C.1: Maintain an acceptable roadway level of service on all major facilities including the Strategic Intermodal System (SIS) facilities (such as, but not limited to: highway, airport, seaport, rail and the Strategic Highway Network (STRAHNET)) to allow for the efficient movement of people and goods.

Objective C.2: Implement projects that will support the military's ability to carry out its missions at the region's installations.

Objective C.3: Enhance the urban economic vitality by providing a transportation system that considers the needs of the business community and economic development strategies.

Objective C.4: Be proactive regarding identification of emerging regional and rural employment centers, logistics centers, trade gateways, tourist destinations, and significant regional transportation corridors.

Objective C.5: Develop and maintain facilities for the transfer of cargo between all modes of transport.

Objective C.6: Integrate mobility management to improve system reliability with tools such as Intelligent Transportation Systems (ITS).

Objective C.7: Give priority to transportation improvements that will relieve existing traffic congestion and/or enhance safety.

Goal D: A transportation system that supports a high quality of life, respectful of the social and natural environment, public health, and vulnerable users.

Objective D.1: Consider the health impacts of projects and policies for transportation investments.

Objective D.2: Design, build, operate, and maintain transportation facilities to accommodate users of all ages, backgrounds, and abilities, including the young, persons with disabilities, the economically challenged, minority and limited English proficiency populations, and the elderly.

Objective D.3: Address aesthetics during the planning process, including, but not limited to, signage, landscaping, and stormwater management.

Objective D.4: Provide transportation benefits that are balanced throughout the community.

Objective D.5: Plan and develop transportation projects that support mixed-use development and urban infill / redevelopment, with an emphasis on providing transit options.

Objective D.6: Co-locate transportation projects with utilities or other infrastructure investments to focus growth in areas targeted for development or redevelopment.

Objective D.7: Reduce the number of vehicle miles traveled by supporting local government land use decisions that encourage a denser built environment, such as mixed-use zoning.

Objective D.8: Maintain air quality attainment status for ground level ozone.

Objective D.9: Address environmental resources at an ecosystem scale through collaborative partnerships (such as FWC, etc.) such that multimodal transportation impacts are understood at all levels of project development.

Goal E: A transportation system that is maintained and operated efficiently.

Objective E.1: Direct sufficient resources to preserve the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.

Objective E.2: Replace structurally deficient facilities (such as, roads, bridges, and transit) that emphasize preservation of the existing system.

Objective E.3: Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS).

Objective E.4: Continue to maintain the Congestion Management System to evaluate existing transportation facilities.

Objective E.5: Promote local government adoption of access management standards.

Objective E.6: Priority should be given to transportation projects that have already received funding commitments for any of the following project phases: project development and environment (PD&E), final design, or right-of-way purchase.

Objective E.7: Request local governments pass Corridor Preservation Ordinances to preserve land for future new facilities or widening of existing facilities.

Objective E.8: Improve the level of service for roads using transportation system management strategies and transportation demand management strategies (such as alternative transportation modes and flexible work schedules).

Objective E.9: Continue to implement an autonomous and Intelligent Transportation System (ITS) plan to improve road efficiency and to maintain traffic flow.

Goal F: A transportation system that includes consistent, continuing, cooperative, and comprehensive planning processes.

Objective F.1: Utilize multiple forms of technology and public outreach in the transportation planning process in order to inform the public of the Long Range Transportation Plan process.

Objective F.2: Develop transportation projects that are acceptable to the public, business community and the military by early consideration and coordination of local desires and preferences.

Objective F.3: Obtain a high level of citizen participation in the transportation planning process through an active Citizens' Advisory Committee, public meetings, and continuing access to transportation officials.

Objective F.4: Make efforts to solicit a wide representation of citizens throughout the TPO service area in the Long Range Transportation Plan process.

Objective F.5: Make public outreach efforts to citizen groups that desire to learn more about the Long Range Transportation Plan process.

Objective F.6: Encourage local governments to plan and budget to take advantage of opportunities to match federal, state or local transportation programs in order to maximize funding.

Objective F.7: Incorporate tourism strategy and planning documents into the needs and project development of the transportation system.

Evaluation Criteria

The 2045 Evaluation Criteria were developed following the update to the 2045 Goals & Objectives. Each table in the Evaluation Criteria represents one of the goals in the 2045 LRTP update with each evaluation criteria listed with its corresponding objective. The evaluation criteria project score represents the score that a transportation project will receive if it matches the requirement described. The total weight of the goal's criteria is listed on the right side of the table.

Goal A: A transportation system that is safe and secure.						
Objectives	**Evaluation Criteria**	**Project Score**			**Type**	**Weight**
		1	**0.5**	**0**		
Objectives A.1, A.2	Roadway Safety Improvement Strategies (Crash rates based onSignal Four Analytics)[1]	Project implements roadway safety improvements		Project does not implement roadwaysafety improvements	Updated 2040	20%
Objectives A.1, A.2	Bicycle and Pedestrian Safety Improvement Strategies (Crashrates based on Signal Four Analytics)[1]	Project implements bicycle and pedestrian safety improvements		Project does not implement bicycleand pedestrian safety improvements	New	
Objectives A.1, A.4	Community Traffic Safety Team (Project on the Okaloosa or WaltonCounty Community Traffic Safety Team List of Projects)[1]	Project is on the Community TrafficSafety Team List		Project is not on the Community Traffic Safety Team List	Updated 2040	
Objectives A.3, A.5	Emergency Response (Project located on or near a hurricane evacuation route designated by Florida Department of Emergency Management (FDEM) In the Northwest Florida Hurricane Restudy)[3]	Project is locatedon hurricane evacuation route	Project is located within 2 miles of evacuation route	Project is not located on or nearhurricane evacuation route	Updated 2040	
Objective A.8	Security Issues (Project is within Project 2miles of military installation, airport, port, or local government center)	is within 2miles of high security location		Project is not within2 miles of high security location	Updated 2040	

Goal B: A transportation system that is user-friendly, multimodal, integrated, connected, and maximizes mobility.					
Objectives	**Evaluation Criteria**	**Project Score**		**Type**	**Weight**
		1	**0**		
Objectives B.1, B.2, B.6	Bicycle/Pedestrian (Projectincluded in TPO's Bicycle/ Pedestrian Plan)[2]	Project is included in theTPO's Bicycle/ Pedestrian Plan	Project is not included inthe TPO's Bicycle/ Pedestrian plan	Updated 2040	20%
Objectives B.1, B.6, B7	Public Transportation (Project islocated on an EC Rider Route, anFDOT Park-and-Ride Lot, or a Jumper Route)	Project is located on an ECRider Route, FDOT Park-and-Ride Lot, or Jumper Route	Project is not located onan EC Rider Route, FDOT Park-and-Ride Lot, or Jumper Route	Updated 2040	
Objective B.2	School Activity Center (Project withintwo miles of an identified activity center: school, tourist destination, plaza)	Project is within 2 miles ofactivity center	Project is not within 2miles of activity center	Updated 2040	
Objective B.9	Complete Streets (Project is described as a CompleteStreets/MMTD project)[2]	Complete Streets/MMTD project	Not a Complete Streets/MMTD project	New	

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

Goal D: A transportation system that supports a high quality of life, respectful of the social and nature environment, public health, and vulnerable users.					
Objectives	**Evaluation Criteria**	**Project Score**		**Type**	**Weight**
		1	**0**		
Objectives D.1, D.8, D.9	Natural Resources (Project reduces transportation impacts to natural resources)[3]	Project is not located in an identified natural resource area	Project is located in an identified natural resource area	New	15%
Objective D.2	Social Environment (Project is weighted based on locationin equity score area)	Project has equity score between4 - 7	Project has equity score between 0 - 3	New	
Objectives D.5, D.6, D.7	Mixed-Use (Project located adjacent to mixed-used landzoning and development)	Project is located on mixed-use land zoning	Project is not located on mixed-use land zoning	New	
Objectives D.8, D.9	Environmental Impacts (PD&E Study and/or FDOTConsultant ETDM Review)[3]	No impacts identified in PD&E orETDM Review	Impacts identified in PD&E orETDM Review	Updated 2040	

Goal E: A transportation system that is maintained and operated efficiently.						
Objectives	**Evaluation Criteria**	**Project Score**			**Type**	**Weight**
		1	**0.5**	**0**		
Objectives E.4, E.8	Facility Current Level of Service (LOS) (Regional Transportation Model and TPO's LOS Tables for 2015 2010)[1]	Project corridor has current Failing (LOS E-F)	Project corridor has current LOS C - D	Project corridorhas current LOSA – B	Updated 2040	20%
Objectives E.4, E.8	AADT (2015 FDOT or 2015 Local Government TrafficCounts)[1]	> 40,000 AADT	20,000 – 40,000 AADT	< 20,000 AADT	Updated 2040	
Objectives E.4, E.8	Roadway Service Deficiency (Project is currently deficient in the Existing Plus Committed Network)[1]	Project corridor has current > 1.3V/C	Project corridor has current 1.0 to 1.3 V/C	Project corridorhas current <1.0 V/C	Updated 2040	
Objectives E.6	Project Funding (Project has already received partial or fullfunding for one or more project phases)[2]	Project has received full funding for one or more phases	Project has received partial funding for one or more phases	Project has received no funding for any project phase	New	

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

Needs and Cost Feasible Plans

- 2045 Needs Plan (adopted December 18, 2021) www.ecrc.org/OW2045LRTP
- Draft 2045-Cost Feasible Plan (adopted December 9, 2021) www.ecrc.org/OW2045LRTP

The ECRC GIS Coordinator has the shapefiles for the 2045 Needs and Cost Feasible Plans and has included them in the Rural Plan's interactive map.

Other Information Relevant to Rural Transportation

The Regional Rural Transportation Plan Scope of Services identifies four topics as Florida Planning Emphasis Areas in 2020:

1. Safety.
2. System Connectivity.
3. Resilience.
4. ACES (Automated/Connected/Electric/Shared-Use).

The superscripts included in the Goals and Objectives and Evaluation Criteria above indicate how the emphasis areas were included in the development of the Long Range Transportation Plan.

4.4 Florida Transportation Plan

The Regional Rural Transportation Plan Scope of Services states:

"a Regional Rural Transportation Plan should address the goals from the Florida Transportation Plan while considering connectivity in the context of current and future land use, as well as the unique needs of urban and rural areas."

"The Regional Rural Transportation Plan should consider Performance Measures and Targets to include indicators and objectives that are listed in the Florida Transportation Plan."

Goals, Objectives, and progress indicators are listed below.

GOALS	WHERE WE ARE TODAY	WHERE WE ARE HEADED
SAFETY AND SECURITY	Focus on 4Es (engineering, education, enforcement, emergency services) of traffic safety to reduce fatalities and injuries	Use emerging technologies and address land use and socioeconomic factors to improve safety and security for all modes[1]
INFRASTRUCTURE	Maintain existing facilities in a state of good repair; focus on physical infrastructure	Evaluate and adapt infrastructure to become more resilient to risks and take advantage of innovations; expand definition of infrastructure to include technology[4]
MOBILITY	Focus on increasing system efficiency and reducing delay	Prioritize the movement of people and freight; accelerate new technologies and options to increase reliability and service[2]
ACCESSIBILITY AND EQUITY	Expand transportation choices	Enhance access for all Floridians to jobs, education, health care, and other services, especially for those who need it most[2]
ECONOMY	Emphasize global competitiveness and trade	Support regional and local job creation and investment as well as global commerce; support a more resilient and diverse economy
COMMUNITIES	Support quality places	Reflect community visions and values
ENVIRONMENT	Minimize impacts of transportation on the environment	Proactively enhance and restore natural systems for future generations[3]

SAFETY AND SECURITY GOAL

OBJECTIVES	PROGRESS INDICATORS
Eliminate transportation-related fatalities and serious injuries[1]	Non-motorized fatalities and serious injuries[1]
Reduce the number of crashes and other safety incidents on the transportation system[1]	Reportable transit fatalities, serious injuries (total and rate)[1]
Reduce the frequency and severity of transportation-related public health, safety, and security risks[1]	Highway serious injuries (total and rate)[1]
Improve emergency response and recovery times[1]	Non-motorized fatalities and serious injuries[1]
	Reportable transit fatalities, serious injuries (total and rate)[1]
	Reportable transit safety events (total and rate)[1]
	Micromobility safety events[1]
	Crashes (total and rate)[1]
	Derailments[1]
	Rail trespassing events[1]
	Human trafficking incidents using the transportation system[1]
	Incident response time[1]
	Emergency evacuation clearance times[1]

INFRASTRUCTURE AND MOBILITY GOAL

OBJECTIVES	PROGRESS INDICATORS
Maintain Florida's transportation assets in a state of good repair for all modes[2]	Pavement condition[2]
Increase the resilience of infrastructure[2]	Bridge condition[2]
Meet customer expectations for infrastructure quality and service	Transit vehicle and facility condition
Improve transportation system connectivity[2]	Airport pavement condition[2]
	Seaport infrastructure condition[2]
	Spaceport infrastructure condition[2]
	Sidewalk and trail condition[2]
	Vulnerability to flooding or storm surge[3]
	Hours or days of transportation facility closure due to smoke, fire, flooding, wind, or extreme temperature[3]
	Frequency of repairs due to damage from extreme weather or other events[3]
	Customer satisfaction
	Connections between modes/ systems and extent of system gap[2]

MOBILITY, ACCESSIBLITY AND EQUITY, ECONOMY, AND COMMUNTY GOAL

OBJECTIVES	PROGRESS INDICATORS
Increase access to jobs, education, health, and other services for all residents	Access to jobs[2]
Increase the reliability and efficiency of people and freight trips[2]	Access to education and healthcare[2]
Increase alternatives to single occupancy vehicles[4]	Broadband access[4]
	Transportation options for traditionally underserved communities[2]
	Percent of people working remotely[1]
	Travel time reliability[1]
	Truck travel time reliability index[2]
	Person-hours of delay[1]
	On time departure or arrival for aviation and passenger rail[2]
	Freight hours/cost of delay[2]
	Supply chain efficiency/resilience[2,3]
	Person trips by mode, including bicycle/pedestrian and micromobility[2]
	Number of automated and connected vehicles sold[4]

ECONOMY, COMMUNTY, AND ENVIRONMENTAL GOAL

OBJECTIVES	PROGRESS INDICATORS
Support job creation and economic development[2]	Jobs in transportation-dependent industries[2]
Reduce transportation's impact on water, critical lands, and habitats[3]	Support for statewide and regional economic development goals[2]
Decrease transportation-related air quality pollutants and greenhouse gas emissions[4]	Industry-recognized credentials in transportation-related industries[2]
Increase the energy efficiency of transportation[4]	Return on investment from FDOT Work Program[2]
	Flooding events related to stormwater runoff[3]
	Air pollutant and greenhouse gas emissions[4]
	Energy per ton/passenger mile[2]
	Share of vehicle fleet using alternative fuels[4]
	Consistency with local government comprehensive plans[2]
	Support for statewide conservation and environmental stewardship goals[4]

Other Information Relevant to Rural Transportation

The Florida Transportation Plan (FTP) is the single overarching plan guiding Florida's transportation future. Updated every five years, the FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors.

www.floridatransportationplan.com

The Regional Rural Transportation Plan Scope of Services identifies four topics as Florida Planning Emphasis Areas in 2020:

1. Safety.
2. System Connectivity.
3. Resilience.
4. ACES (Automated/Connected/Electric/Shared-Use).

The superscripts included in the Florida Transportation Plan review above indicate how the emphasis areas were included in the development of the Florida Transportation Plan.

4.5 Strategic Highway Safety Plan

www.fdot.gov/safety/shsp

The SHSP was developed in close coordination with the state's long-range transportation plan, the Florida Transportation Plan (FTP). The FTP establishes the goal of "Safety and security for Florida's residents, businesses, and visitors," with the target of zero transportation fatalities or serious injuries for all modes. The FTP is guided by a 35-member Steering Committee, who also provided guidance to the update of this SHSP through the FTP Safety Subcommittee. The FTP Safety Subcommittee, comprised of key transportation and safety partners, met six times to review traffic safety data, discuss FTP and SHSP strategies, and provide input on emphasis areas.

Vision Zero

"Florida's safety vision is simple: to eliminate all transportation-related fatalities and serious injuries for all modes of travel. This priority focuses on motor vehicle safety and includes pedestrians, bicyclists, motorcyclists, micro mobility device users, and transit users using the roadway system, as well as connections between the roadway system and other modes of transportation."

Shifting Development Patterns

"Nearly 60 percent of Florida's population growth through 2045 is anticipated to be concentrated in nine large urban counties, many of which will be facing increasing congestion and more interactions between vehicles and non-motorized modes. At the same time, many rural areas are growing, particularly on the fringes of existing urban areas and along transportation corridors, with more cars and trucks on roads not intended for high levels of traffic. Florida's rural areas

account for about 5 percent of the state's population yet represent 10 percent of fatalities and 7 percent of serious injury crashes in the state. "

Safe System: Safe Roads

"While 95 percent of Floridians live in urban counties, nearly half of Florida's 67 counties are rural. Florida is committed to reducing crashes on all roadways, from those in congested urban areas to those in rural communities. Safety countermeasures for high risk rural roads are prioritized through collaboration with local governments and, where applicable, MPOs, and support targeted efforts for local road system improvements."

4.6 Florida Freight Mobility and Trade Plan

The FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. To receive funding under the National Highway Freight Program (23 U.S.C. 167), the FAST Act requires the development of a state freight plan which must address the state's freight planning activities and investments, both immediate and long-range.

Goals	Objectives
Safety and security for residents, visitors and businesses	Leverage multisource data and technology to improve freight system safety and security
Agile, resilient, and quality transportation infrastructure	Create a more resilient multimodal freight system & ensure the Florida freight system is in a state of good repair
Connected, efficient, and reliable mobility for people and freight	Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
Transportation choices that improve accessibility and equity	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains & improve last mile connectivity for all freight modes
Transportation solutions that strengthen Florida's economy	Continue to forge partnerships between the public and private sectors to improve trade and logistics & capitalize on emerging freight trends to promote economic development
Transportation systems that enhance Florida's communities	Increase freight-related regional and local transportation planning and land use coordination
Transportation solutions that protect Florida's environment	Promote and support the shift to alternatively fueled freight vehicles

Assets

National Highway Freight Network – Interstate 10

The National Highway Freight Network (NHFN), established by the FAST Act, helps strategically direct resources toward improved system performance for efficient movement of freight on highways. It is comprised of a subsystem of roadways.

Strategic Intermodal System – Interstate 10, US 29, US 331, US 79

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments, and a primary focus for implementing the Florida Transportation Plan (FTP)

Challenges

- Congestion/Bottlenecks
- Truck Parking
- Truck Empty Backhaul

Current Projects

National Highway Funded Projects by Fiscal Year in District 3 (November 2022)

Item #	Description
217910-7	SR 75 (US 231) FROM SR 30A (US 98) 15TH ST TO SR 368 23RD STREET
220635-2	SR 20 FROM OKALOOSA COUNTY LINE TO WASHINGTON COUNTY LINE
220635-5	SR 20 FROM SR 79 TO BAY COUNTY LINE
220635-6	SR 20 FROM WASHINGTON COUNTY LINE TO SR 75 (US 231)
220635-8	SR 20 FROM W OF CITY HALL EXIT TO BLACK CREEK BLVD
222530-6	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE
406585-3	SR 8 (I-10) FROM E OF SR 261 CAPITAL CIRCLE TO SR 59 GAMBLE RD
407918-5	SR 8 (I-10) INTERCHANGE WEST OF CRESTVIEW
413062-4	SR 8 (I-10) FROM SR 281 AVALON BLVD TO OKALOOSA COUNTY LINE
413062-5	SR 8 (I-10) FROM SANTA ROSA COUNTY TO W OF CR 189 LOG LAKE ROAD
413062-8	SR 8 (I-10) FROM EAST OF SR 87 TO MILLER BLUFF ROAD
437905-2	SR 8 (I-10) FROM E OF EB WEIGH STATION TO E OF SR 10 (US 90A) 9MI ROAD
437905-3	SR 8 (I-10) FROM E OF SR 10 (US 90A) 9 MILE RD TO W OF SR 95 (US 29)
441038-1	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO E OF SR 85 FERDON BLVD
441038-2	SR 8 (I-10) FROM W OF CR 189 LOG LAKE RD TO 2MI W WILKERSON BLUFF RD
441038-3	SR 8 (I-10) FROM 2 MILES W OF WILKERSON BLUFF RD TO E OF YELLOW RIVER
441038-4	SR 8 (I-10) FROM EAST OF YELLOW RIVER TO EAST OF SR 85 FERDON BLVD

Funding

Florida has one of the more unique freight systems in the country due to its geography, environment, population, and culture. Residents, visitors, businesses, federal and state governments all invest resources into Florida's transportation system. This consistent, on-going investment is key to Florida's economic competitiveness and viability by providing superior transportation infrastructure and associated services for all transportation modes. Investment in Florida's freight system requires the ability to finance up-front costs, as well as sources of revenue to pay for other costs such as operating and maintenance expenditures. Likewise, funding is necessary to advance projects through programming, design, and construction. This portion of the technical memorandum provides an overview of available funding sources and financing mechanisms for freight-related projects at FDOT.

State & Federal Funding

Florida has many funding options available from the private, local, state, and federal levels. These funding opportunities are connected to the respective level of government, which provides the funding and are beholden to government agency investment requirements. Federal funding requires that state investments abide by federal investment guidelines and nationwide freight objectives such as the NHFN and FAST Act. State investments can require similar investment qualifications on a regional or state level. Investments at local and regional levels are managed by those regional organizations which oversee their maintenance.

Florida's Transportation Trust Funds

The FDOT uses state trust funds and related accounts to manage its financial resources. Significant trust funds include the Surface Transportation Trust Fund (STTF), the Right-of-Way Acquisition and Bridge Construction Trust Fund, and the Transportation Disadvantaged Trust Fund. State funding for transportation projects in Florida originates from the STTF. The STTF is funded through several revenue sources that include, but are not limited to, the statewide fuel sales tax, state motor fuel excise tax, state comprehensive enhanced transportation tax, aviation fuel tax, initial vehicle registration fees, vehicle title fees, documentary stamps and rental car fees.

Florida has a long history of toll finance for specific transportation facilities such as the Turnpike. The state has a Turnpike Enterprise Finance Plan, with potential for expansion of toll facilities in the future. Generally, these revenues support bridge maintenance and improvements within the local area in which the tolls are collected. Most tolling is located in Central and South Florida with a few others peppered throughout the state (Orchard Pond in Leon County). Tolling is calculated by axle (vehicle type) but with the adoption of further technologies to make tolling more streamlined, new pricing models may become available based on the vehicle registered to the toll pass.

Overarching Federal Funding for Freight

The federal government offers several opportunities for financing and funding freight transportation projects. Starting with ISTEA and further refined with the passage of MAP-21 and the FAST Act, USDOT has brought a stronger focus to freight issues and has provided additional funding and financing options concentrated on enhancing freight movement throughout the nation. A significant portion of revenue for transportation projects comes from federal aid; therefore, it is essential for federal and state partners to work together to fund priority improvements to the transportation network.

Modal Funding

Funding for each program requires knowledge of how the program needs and functions will fit into a variety of separate possible grant programs. Appendix A breaks down each grant funding opportunity by mode and type according to the specific needs and expectations of the FDOT Districts as well as whether it is federal or state funding. These are guidelines for the most likely use case of these grant funding opportunities. However, grant opportunities can be utilized across other modes or needs.

Public Private Partnerships

Florida has long been a key advocate in the utilization of Public Private Partnerships. Due to the funding match requirements attached to a significant number of grant and funding programs, FDOT has created specific statutes to ensure that these opportunities are pursued and utilized where feasible. Under statutes 334.30 and 339.2825, F.S., FDOT is allowed the ability to explore all possible venues for establishing P3 projects, whether through advertisement of services or solicitation by a private enterprise. Pursuant to Sections 334.30(1), F.S., P3 projects must be: "… programmed into the adopted 5-year work program or projects increasing transportation capacity and greater than $500 million in the 10-year Strategic Intermodal Plan." Final agreement is based on a bid to ensure private parties have had an opportunity to provide input and a chance at the contract plan. Partnerships can be with any enterprise regardless of modality and are utilized mostly to meet the needs of the funding match requirements. Other benefits are an increased partnership with stakeholders which allows for outreach and public facing opportunities to improve Florida's freight facilities.

Needs

Grade Separation Project

- CSX Transportation at S Main St./SR 85 (SIS Multi-Modal Unfunded Needs)

Highway Projects

- MPOAC 2019
    - I-10 and SR 95 (US 29) Interchange Highway
    - SR 8 (I-10) Interchange West of Crestview Highway
- Highway NHFP Prioritization, August 2019
    - SR 8 (I-10) E of Alabama State Line to W of SR 95 (US 29)
    - SR 8 (I-10) @ SR 10 (US 90) West 9 Mile Road Interchange
- Highway SIS Multi-Modal Unfunded Needs
    - Transmitter Rd. from US 98 to US 231
    - Blue Angel Parkway from US 98 to Pine Forrest Rd.
    - SR 85 from SR 123 to I-10
    - US 231 from SR 20 to I-10
    - SR 79 from SR 388 to I-10
    - SR 388 from SR 79 to Airport Entrance
    - US 98 Tyndall Parkway from Transmitter Rd. to Tyndall Dr.
    - US 98/Miracle Strip Parkway from Eglin Parkway to Cody Ave.
    - Eglin Parkway from Richburg Ave./12th Ave. to SR 123
    - I-10 from Walton/Holmes County Line to Holmes/Washington County Line
    - I-10 from Holmes/Washington County Line to Washington/Jackson County Line
    - I-10 from Washington/Jackson County Line to Jackson/Gadsden County Line
    - I-10 from Okaloosa/Walton County Line to Walton/Holmes County Line
    - SR 77 from SR 390 to Bay County Line
    - US 331 from SR 20 to I-10
    - US 231 from I-10 to Alabama State Line
    - SR 77 from Bay County Line to I-10
    - I-10 from SR 281/Avalon Blvd. to Okaloosa/Walton County Line
    - US 331 from US 98 to SR 20
    - SR 123 from SR 85 South to SR 85 North
    - SR 390 from SR 77 to US 231 SR 75
    - US 98 SR30 from Tang-O-Mar Dr. to Bay County Line
    - I-10 from Santa Rosa County Line to Walton County Line
    - US 98/SR 30 from US 331/SR 83 to Bay County Line
    - US 29 from Nine 1/2 Mile Rd to State Line
    - I-10 from US 29 to Scenic Highway/US 90

- Highway SIS First 5 Year
    - SR 77 from Bay County Line to North of CR 279
    - SR 77 from North of Rogers Road to South of Cane Mill Road
    - SR 83 (US 331) from Edgewood Circle to SR 8 (I-10)
    - SR 75 (US 231) from SR 30A (US 98) 15th St to South of Pipeline Rd
    - SR 30 (US 98) from CR 457 Mack Bayou Road to East of CR 30A West
- FDOT Leadership
    - SR 20 Extension Project
- SIS CFP Plan
    - I-10 (Antioch)
    - US98 @ SR 293
    - I-10 @ US90 West 9 Mile Road Interchange
    - I-10
    - SR 173 Blue Angel Pkwy
    - SR 368 23rd St
    - SR 85 S Ferdon Blvd
    - US 231

4.7 Florida Rail System Plan

The Florida Department of Transportation (FDOT) developed the Rail System Plan to guide the state's rail freight and passenger transportation planning activities and project development plans. This Plan complies with Section 341.302(3), Florida Statutes, which require an identification of priorities, programs, and funding levels required to meet statewide and regional goals.

As industry changes continue to impact the rail industry in Florida, FDOT will address any changes in needs and future projects in the next full Rail System Plan update. ***These industry changes include the intention for CSX to sell track between Pensacola and Jacksonville to Florida Gulf and Atlantic Railroad***, as well as Brightline partnering with Virgin Group.

Rail service goals aligned with the vision statement were developed based on the rail-related benefits, issues, and obstacles that had been identified. These goals are as follows:

- **Safety and Security:** Identify and support rail and rail-highway safety improvements and coordinate with appropriate partners to identify and implement security and emergency response plans.
- **Agile, Resilient, Quality:** Maintain and preserve rail infrastructure and service, and modernize the rail system.
- **Efficient and Reliable Mobility:** Emphasize improvements in on-time performance of passenger trains and for fluidity of the state's rail system for handling freight and passenger rail traffic.

- **More Transportation Choices:** Aggressively pursue opportunities for funding rail projects in cooperation with leaders at the local, regional, state, and national levels.
- **Economic Competitiveness:** Invest in rail system capacity improvements to enhance the interstate and intrastate movement of people and goods when public benefit can be demonstrated.
- **Quality Places:** Integrate rail and land use planning at the state, regional, and local levels.
- **Environment and Conserve Energy:** Integrate transportation and environmental decisions into the statewide, regional, and local planning processes.

Figure 4.1 depicts the STRACNET system within Florida. In addition to providing main line corridor throughput capability, these lines provide access to major defense contractors, logistics sites and military facilities critical to national defense.

Figure 4.1 - Strategic Rail Corridor Network in Florida

Proposed Passenger Services

In recent years, several new service concepts have been proposed for Florida, as noted below:

- Restoration of Amtrak's Gulf Coast service between New Orleans and Jacksonville. Various alternatives have been identified. Amtrak's Sunset Limited ran across the state's northern tier until Hurricane Katrina in 2005. The train runs three times a week between New Orleans and Los Angeles. The PRRIA which was part of the FAST Act passed in 2015, required a study to identify a preferred option and prioritized capital projects for Gulf Coast service restoration.

Restoration of Gulf Service Amtrak's Sunset Limited provided intercity passenger rail service along the Gulf Coast until the destruction of main line trackage and bridges caused by Hurricane Katrina in August 2005 forced Amtrak to suspend the service east of New Orleans. Although the main lines have long been returned to freight service, passenger service remains suspended due to funding issues. The loss of service eliminated intercity passenger rail service at stations not served by other Amtrak routes. The stations impacted, 50% of which are in Florida, are listed below:

- Bay St. Louis, Mississippi
- Gulfport, Mississippi
- Biloxi, Mississippi
- Pascagoula, Mississippi
- Mobile, Alabama
- Atmore, Alabama
- Pensacola, Florida
- Crestview, Florida (Ft. Walton Beach)
- Chipley, Florida (Panama City)
- Tallahassee, Florida
- Madison, Florida
- Lake City, Florida

In July 2009, Amtrak issued its Gulf Coast Service Plan Report, in response to PRRIA Section 226. The report identified three preferred options for the restoration of the discontinued service.

- Option 1: Restore tri-weekly Sunset Limited service between Los Angeles, California, and Orlando.

- Option 2: Extend the daily City of New Orleans service, which currently operates between Chicago, Illinois and New Orleans, Louisiana, east from New Orleans to Orlando.

- Option 3: Implement daily stand-alone overnight service between New Orleans, Louisiana, and Orlando.

Key Metrics for Options for Restoration of Gulf Coast Service

Projected Performance (dollar figures in millions)	Option 1 (Tri-Weekly *Sunset Limited*)	Option 2 (Daily *City of New Orleans* Extension)	Option 3 (Daily Stand-Alone Train)
Ridership	53,300	96,100	79,900
Revenue	$6.0	$9.2	$5.6
Fare Box Recovery	56%	44%	23%
Capital/Mobilization Costs	$32.7	$57.6-$96.6	$57.6-$96.6

Source: Amtrak's 2009 Gulf Coast Service Plan Report

Options for Restoration of Gulf Service through Northern Florida

Source: Amtrak's 2009 Gulf Coast Service Plan Report

Passenger Rail Opportunities

Population and Economic Growth

As noted in preceding sections, Florida's population and economy are poised for growth. Most of Florida is within its own Florida megaregion (See Section 4.28). A megaregion is a network of metropolitan areas linked by geography, settlement patterns, shared environment, infrastructure systems, economics and trade, shared culture, and history. Florida's Panhandle is in the Piedmont megaregion, as is southern Georgia. The western edge of the Panhandle is adjacent to the Gulf Coast megaregion.

According to the 2006 America 2050 report, most of the nation's population and economic expansion is expected to occur in these emerging megaregions. The consequent increase in

traffic will strain existing infrastructure beyond capacity and require additional capacity and travel options to avoid gridlock.

CSX Interchanges

Interchanges are locations where railroads meet and exchange railcars. CSX can interchange freight rail traffic with one Class I carrier (NS), one Class II (Florida East Coast Railway or FEC), and several Class III railroads (short lines) in Florida. Designated interchange point locations and connecting carriers are listed below:

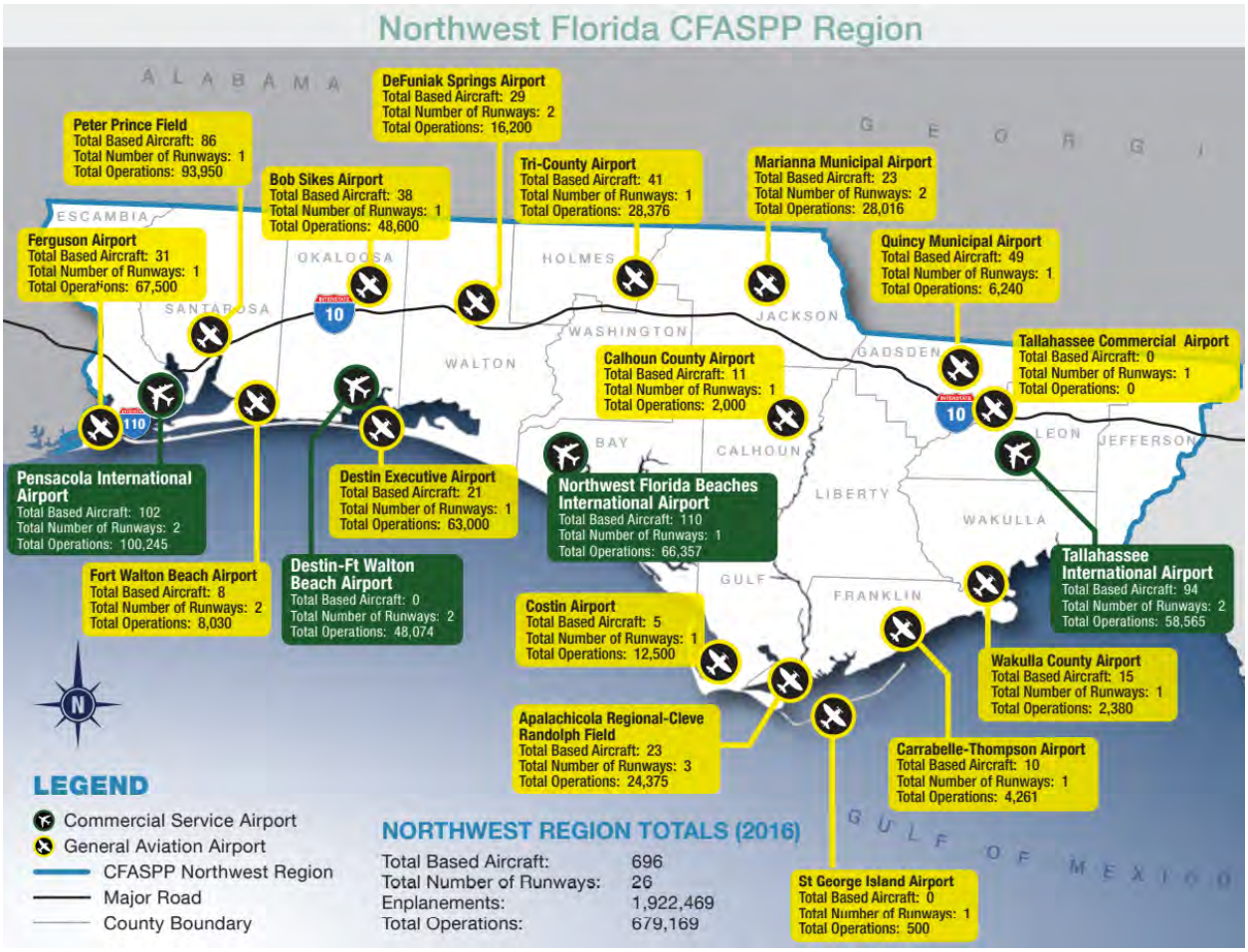
- Cantonment – Alabama and Gulf Coast Railway (AGR)

Alabama and Gulf Coast Railway (AGR)

This Class III carrier operates the former BNSF Railway line between Pensacola and Columbus, Mississippi, and between Kimbrough, Alabama and Mobile, Alabama. Forty-five of those miles are located in Florida running from the Alabama-Florida State Line to a terminus in Pensacola. Originally operated by the States Rail organization, it is now part of Genesee and Wyoming, Inc. The major commodities transported in Florida are lumber and wood products as well as pulp, paper, and allied products. It interchanges traffic with CSX at Cantonment.

4.8 Florida Aviation Systems Plan (FASP)

The FASP serves as a mode-specific strategic plan for the aviation system. The goals established as part of this plan have been developed to complement the FTP while specifically meeting the goals of the aviation system. Ensuring a link between the FTP and FASP enhances the understanding of FDOT's funding priorities and helps identify those projects that advance the state's vision for its aviation and transportation future. Listed below are the airports in the Northwest Florida Continuing Florida Aviation Systems Planning Process (CFASPP).



Airports

- Northwest Region Airports
- Bob Sikes Airport
- DeFuniak Springs Airport
- Destin Executive Airport
- Destin-Ft Walton Beach Airport
- Fort Walton Beach Airport
- Northwest Florida Beaches International Airport
- Pensacola International Airport
- Peter Prince Field
- Tri-County Airport

Goals

1. Provide safe, efficient, secure, and convenient service to Florida's citizens, businesses, and visitors.
2. Contribute to operational efficiency, economic growth, and competitiveness while

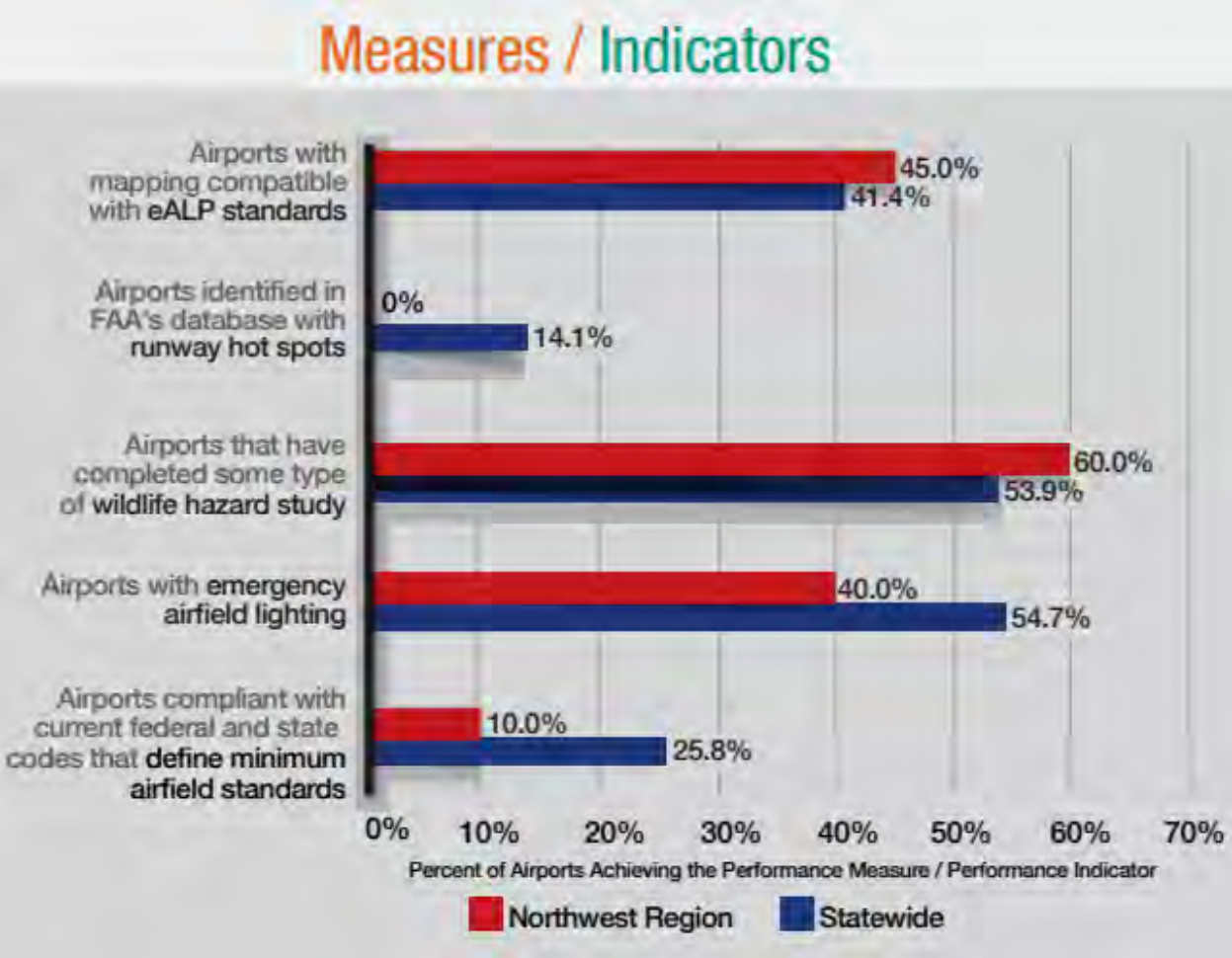
remaining sensitive to Florida's natural environment.

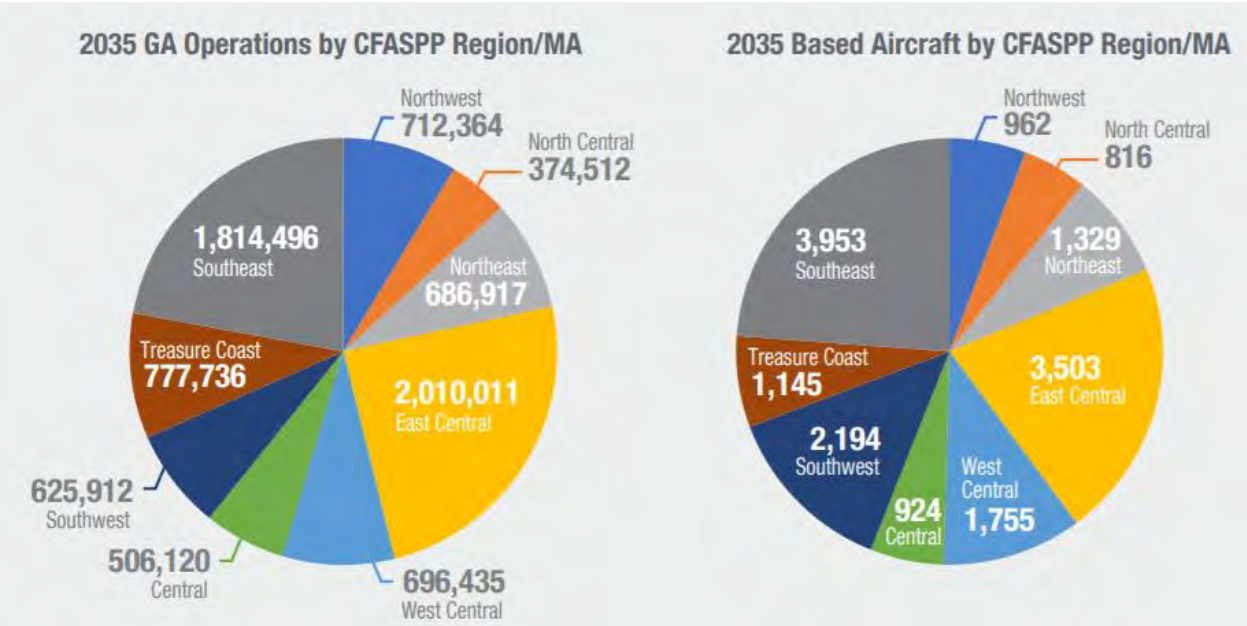
3. Support and enhance the national position of leadership and prominence held by Florida's aviation industry.
4. Protect airspace and promote compatible land uses around airports.
5. Foster technological innovation and support the implementation of new technologies.
6. Promote support for aviation from business, government, and the public.
7. Foster Florida's reputation as a military- and aerospace friendly state.

NAS Pensacola is home to the Blue Angels and is primarily dedicated to the training of Navy, Marine Corps, and Coast Guard personnel in Naval aviation. In total, defense activities account for 182,000 jobs and over $20 billion in regional economic impact, accounting for 35 percent of gross regional product. This concentration of Air Force and Navy installations has helped the Northwest Region attract some of the largest U.S. aerospace, aviation, and defense contractors in the U.S., such as Boeing, Lockheed Martin, and Honeywell. Such high tech industries are further incentivized by the presence of several major research institutions and a regional network of community and state colleges, including major research-based institutions such as Florida A&M University, Florida State University, and the University of West Florida. The strong military and educational presence have helped develop a skilled and dedicated workforce in the Northwest Region. While the future may be tied to aviation, aerospace, and technology, the endless beaches of the Gulf Coast have always made the Northwest Region a popular tourist destination. Some of the more popular beaches include Crystal, Destin, Fort Walton, Panama City, Pensacola, and Rosemary. Additionally, the region offers world-class golf opportunities primarily concentrated in Okaloosa, Walton, and Bay counties; Destin; and Panama City.

2035 GA Operations and Based Aircraft

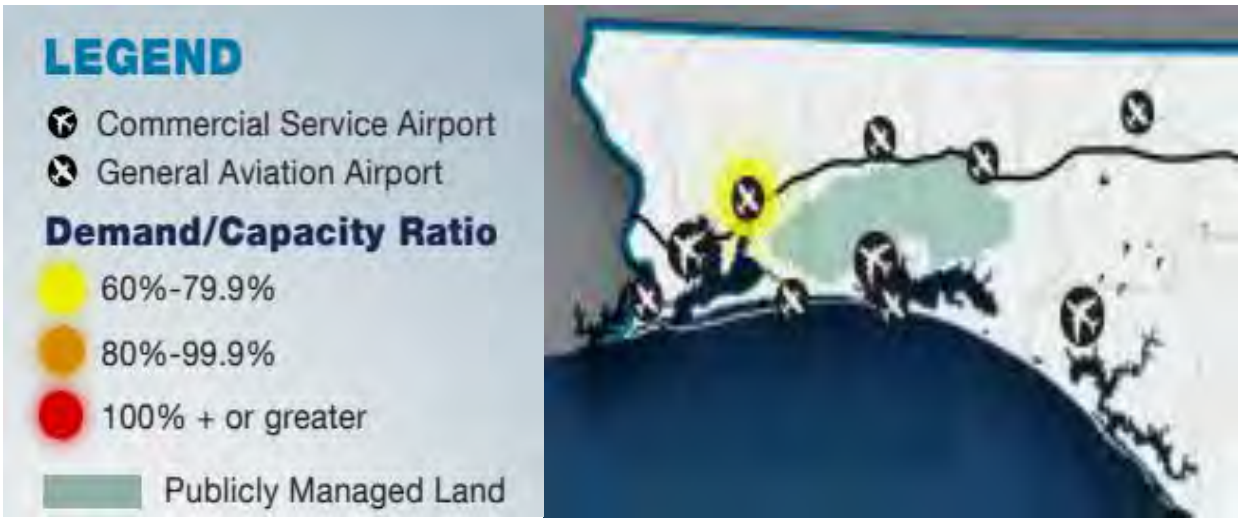
Over the next 20 years, Florida's aviation industry will continue to grow in all areas of the state to significantly exceed national growth trends. Key factors influencing this growth include a rapidly growing population and flourishing flight instruction industry fueled by an international pilot shortage. From 2014 to 2035, it is anticipated that over 3,950 new based aircraft will be located at Florida's airports and an additional 1.6 million general annual aviation operations are forecast statewide.


Measures / Indicators
Airports with mapping compatible with eALP standards
45.0%
41.4%
Airports identified in FAA's database with runway hot spots
0%
14.1%
Airports that have completed some type of wildlife hazard study
60.0%
53.9%
Airports with emergency airfield lighting
40.0%
54.7%
Airports compliant with current federal and state codes that define minimum airfield standards
10.0%
25.8%
0% 10% 20% 30% 40% 50% 60% 70%
Percent of Airports Achieving the Performance Measure / Performance Indicator
Northwest Region
Statewide


2035 GA Operations by CFASPP Region/MA
Northwest 712,364
North Central 374,512
Northeast 686,917
1,814,496 Southeast
Treasure Coast 777,736
2,010,011 East Central
625,912 Southwest
506,120 Central
696,435 West Central
2035 Based Aircraft by CFASPP Region/MA
Northwest 962
North Central 816
1,329 Northeast
3,953 Southeast
Treasure Coast 1,145
3,503 East Central
2,194 Southwest
924 Central
West Central 1,755

Demand/Capacity Analysis

Peter Prince airport has been identified for capacity improvements. The FAA recommends planning for capacity improvements when the ratio of aircraft operations to ASV reaches 60 percent, and implementation of these improvements should occur when this ratio reaches 80 percent.



Relevant Recommendations:

- Continue to fund and provide statewide Pavement Condition Index (PCI) inspections and training.
- Improve Capital Improvement Plan (CIP) management and coordination to better manage financial resources for the Joint Automated Capital Improvement Program (JACIP).
- Coordinate with Metropolitan Planning Organizations and other modal partners to support and improve intermodal connectivity.
- Recommend modifications to existing SIS airport criteria to better leverage the economic competitiveness and strategic nature of Florida's airports.
- Develop a roadmap for addressing airport wildlife hazards at a statewide level for non-Part 139 airports.
- Track the implementation of projects to correct the identified taxiway deficiencies.
- Develop facility, infrastructure, and service guidelines for lower activity general aviation airports.
- Promote state funding for projects that address state and federal standards for protection and compatibility, including compatible land uses within RPZs,
- Prioritize funding for projects that address state licensing standards per Rule 14-60, Florida Administrative Code (FAC).

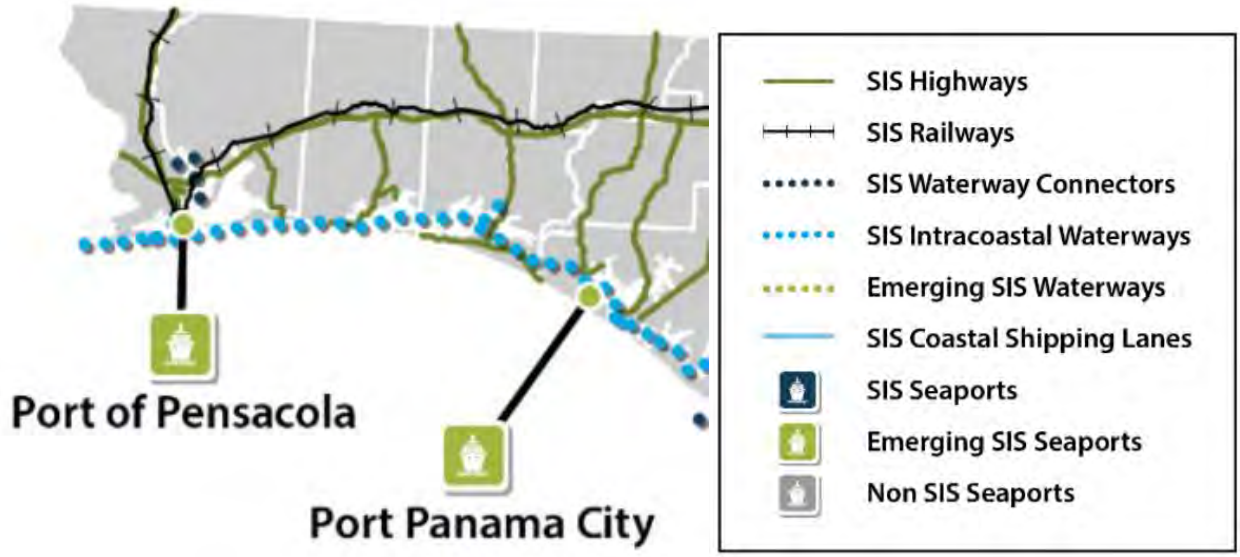
4.9 Florida Seaport System Plan

The development of the Seaport System Plan, along with other modal plans developed under the Freight, Logistics, and Passenger Operations (FLP) Office at the Florida Department of Transportation (FDOT), provides FDOT with a cohesive planning process for all the modal offices.

Vision: Florida is a Global Gateway.

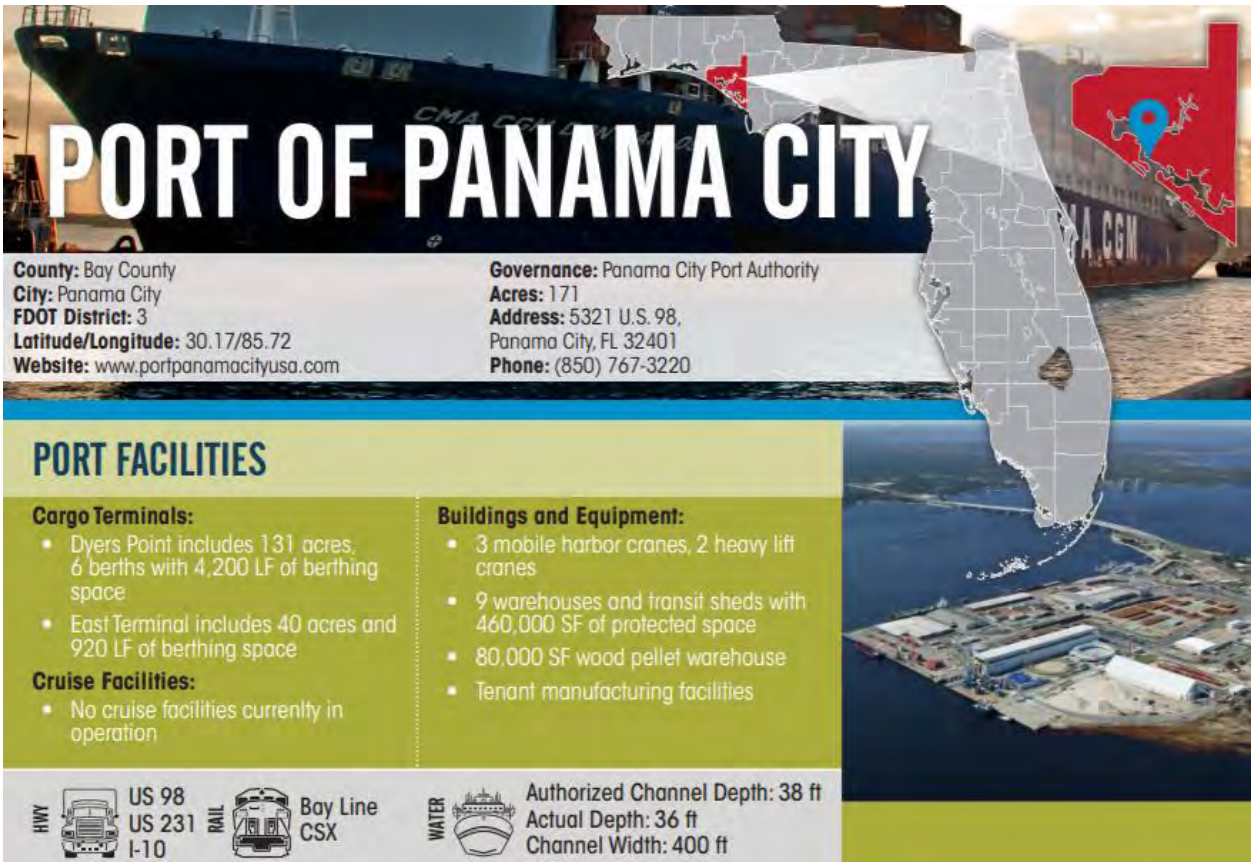
Florida provides world-class facilities and services to enhance domestic and international trade and tourism through partnered investments in waterways, seaport facilities, and intermodal transportation networks. These infrastructure improvements lead to public and private sector investments, new and continued partnerships, job growth and increased efficiency, productivity, and prosperity.

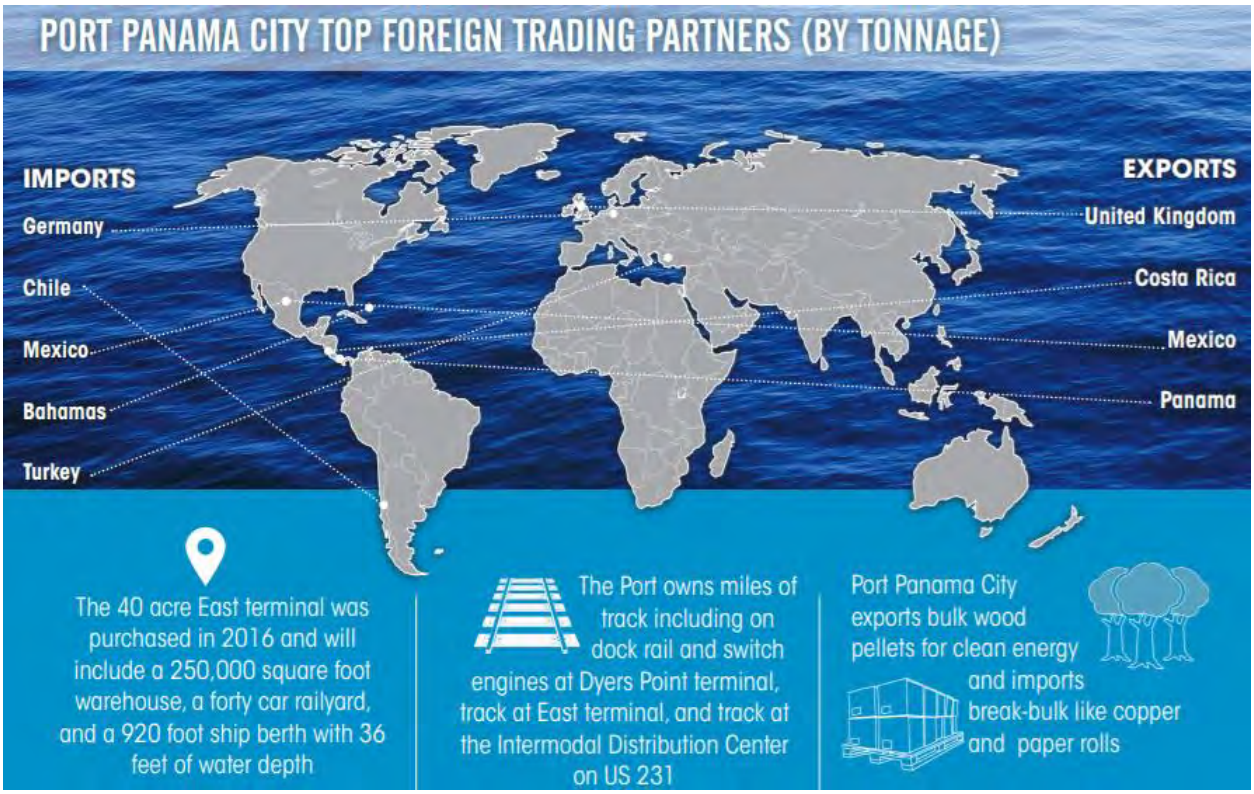
Major Ports



There are no SIS Seaports or SIS Intracoastal Waterways within the Rural Study Area. Escambia Bay is a SIS Waterway Connector up to the Pace area.

Port of Panama City





FDOT TOP SEAPORT INVESTMENT PROJECTS AT PORT PANAMA CITY

NAME	DESCRIPTION	TOTAL PROJECT COST	TOTAL FDOT INVESTMENT
East Terminal Development	Expansion to the East Channel	$23.5 million	$10.2 million
Distribution Warehouse	Expand the port's distribution warehouse	$5.4 million	$2.7 million

FDOT

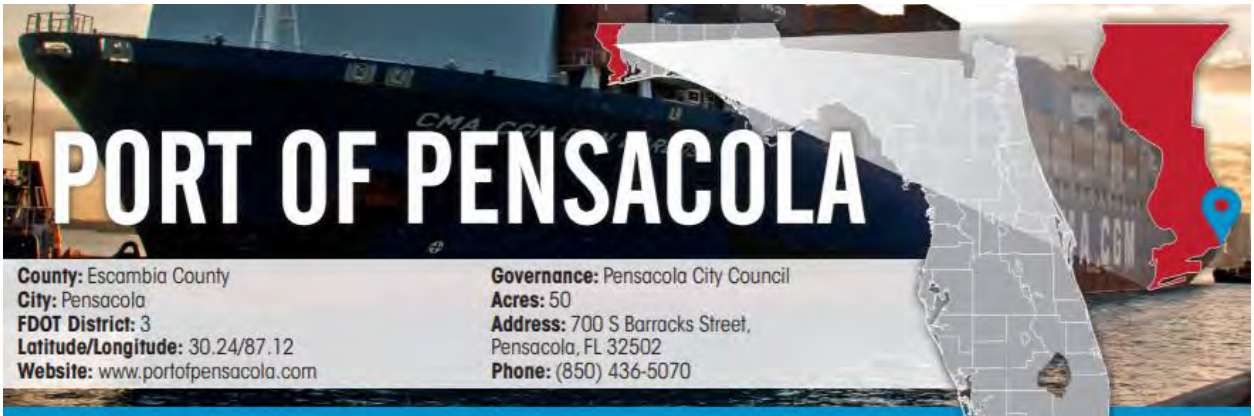
FLP

Office of Freight, Logistics and Passenger Operations

June 2017
Passenger and Cargo Volume Data from 2016
All other data from 2015

Port Panama City is a dynamic and growing port. It handles more than nearly 1.9 million tons of cargo per year including containerized cargo, copper cathodes, steel plate, steel coils, kraft paper, wood pellets and aggregates. The port provides essential support service for five major manufacturing companies, including two located on the port.

Port of Pensacola



PORT OF PENSACOLA

County: Escambia County
City: Pensacola
FDOT District: 3
Latitude/Longitude: 30.24/87.12
Website: www.portofpensacola.com

Governance: Pensacola City Council
Acres: 50
Address: 700 S Barracks Street, Pensacola, FL 32502
Phone: (850) 436-5070

PORT FACILITIES

Cargo Terminals:
- 8 berths with 2,360 LF primary deepwater space, 1,000 LF secondary shallow draft space, and 1,000 LF shallow draft moorage

Cruise Facilities:
- No cruise facilities currently in operation

Buildings and Equipment:
- 6 warehouses with 265,000 SF of indoor storage area
- 4 acres of open, outside storage area
- 8-10 acreas open for future development

HWY I-65 I-110 I-10

RAIL CSX

WATER Authorized Channel Depth: 33 ft
Actual Depth: 32 ft
Channel Width: 300 ft

FDOT TOP SEAPORT INVESTMENT PROJECTS AT THE PORT OF PENSACOLA

NAME	DESCRIPTION	TOTAL PROJECT COST	TOTAL FDOT INVESTMENT
Berth 6 Rehab	Repair areas of the berth 6 substructure	$4.2 million	$3.1 million
Ferry Terminal Facility	Improve port facilities to support ferry opperations for national park	$1.5 million	$690,000

FDOT

FLP

June 2017
Passenger and Cargo Volume Data from 2016
All other data from 2015

Since its formal establishment in 1754, the Port of Pensacola has served as northwest Florida's gateway to the world. The port is committed to providing an efficient and cost-effective port for national, international and multi-national shippers seeking a congestion-free, service-oriented alternative.

In light of the port's continued diversification into non-tonnage based business lines such as the offshore vessel services industry, which generates no cargo, and the wind turbine business, which generates large volumes of relatively light-weight cargo, the Port of Pensacola continues to redefine the matrices by which it measures its success. The port now tracks wind components by both tonnage and number of units and tracks its offshore vessel services business in terms of vessel dockage days generated.

4.10 FDOT Work Program

The following is an excerpt from an FDOT on-line video which provides an excellent overview of the development of the FDOT Work Program. It also discusses how input from the non-urbanized areas is included in the development of the Work Program.

"Transportation challenges have been with us for a long time. Getting to work, or school, or just across town could be a major challenge in earlier days. As towns and cities grew, the challenges for transportation planners increased calling for creative solutions.

Between 1960 and 2002, Florida went from being the 10th most populous state to the 4th most populous state in the U.S. In the decade of the 1990s alone, Florida's population increased 23.5%. Some project that by 2050 Florida's population could double the 2000 census numbers. All of this growth has had an impact on our economy, environment, transportation efficiency, and the quality of our lives. Moving people and goods effectively is becoming an increasingly difficult challenge. If we only think in terms of roads, cars, and trucks, clearly, we are reaching critical mass, and we cannot afford to lose the battle for better transportation. This is why the Department of Transportation sees its mission in the context of a broad spectrum of transportation solutions which include a multimodal and facilities approach. The five-year work program is one of the department's methods of achieving its goals. The work program identifies what transportation facilities will be developed in each successive five years. Transportation facilities include transit, recreational trails, airports, seaports, and space ports as well as highways. The Work Program provides a structure for developing transportation projects in a phased approach from planning to construction. As they move through the Work Program, projects are developed to reflect the department's goals, local priorities, financial limitations, and production constraints. It is important that the Work Program contains a balance of pedestrian, bicycle, transit, rail, airport, spaceport, seaport, and roadway projects. Sometimes non-vehicular modes of transportation are emphasized. Since the goal is to improve the movement of people and goods throughout the state, various project types are considered each year. Some common examples are projects to improve airport and seaport access, rail improvements, enhancement of over land freight routes used by the trucking industry, roadway alignments, and intermodal connections. Across the spectrum of projects, land use and economic impacts are weighed. FDOT works hard to balance the best overall decisions for the area.

Transportation planning has always been driven by the need for moving people and goods, and by the needs of local people. Involvement and input from the local citizens and planning organizations is also a critical part of developing the five-year Work Program. Because there are so many factors and voices to be heard in the process, transportation development takes time. There is much more involved behind the scenes than most people realize. Metropolitan and Transportation Planning Organizations identify specific transportation needs in urbanized areas. The MPO's and TPO's, comprised of elected officials throughout the region, are designated official transportation planning agencies by federal law. In non-urbanized areas, the County Commission along with input from local citizens identifies, proposes, and evaluates alternate solutions to meet transportation needs. Since transportation needs usually exceed the available funds, the project list must be prioritized in order to fit the budget. This is called the MPO

and TPO cost feasible plan. Projects are ranked based on their importance to the community and the prioritized list is then given to the Department of Transportation.

Roads, bridges, and transportation improvements dramatically changed the face of our country. The speed of change left some feeling like it happened overnight. Throughout the planning process, great care is taken to involve the public in identifying needs and evaluating project alternatives. Coordinating with local governments, other agencies, and the public, the department updates its tentative five-year Work Program with projects that reflect local priorities. Then the work program is balanced financially. New priority projects are nearly always added in the new fifth year of the work program. Ensuring that the financial balance is maintained in the first four years of the program. The current or first year of the plan drops out and the new fifth year will add on. Each year, the Work Program is dynamically revised creating a new five-year Work Program. However, due to funding, all of the prioritized projects cannot be included. The Work Program must be financially balanced with the allocated state and federal dollars. Though the department is moved out means that a project phase and out of the work program cycle to a future here the word program uses a six page heavily involved in planning for all modes of transportation, it is not the lead agency responsible for improvements for airports, seaports, spaceports, rail and transit facilities. Airport and transit authorities take the lead for their respective facilities. The department plays a significant role in helping finance these facilities through the administration of state and federal grants and other financial assistance. For projects related to the state highway system, the department is the responsible agency. Each year brings a new budget for the work program. Sometimes revenue projections come in lower than what the department estimated, and the department has to defer or move out projects from the program. Defer means that a project phase is moved to a later year within the five-year Word Program cycle. Moved out means that a project phase is moved out of the Work Program cycle to a future year.

The Work Program uses a six-phase production process for developing each project. Early transportation solutions were often rolled out in a hurry before adequate planning and foresight were factored in. Many aspects of the planning process are made to a project being prioritized for the work program. Input from local agencies, local citizens, and the department lead to a range of project alternatives and their advantages and disadvantages. The planning phase determines the scope, schedule, and budget of alternatives to be programmed. The department studies the variety of environmental, economic, social, and historical impacts a project may have on the community. The PD&E phase can take 18-24 months for each project. If there is significant public opposition or extreme environmental impacts, the project may never be implemented. Public involvement is critical during this phase of the project. Community meetings and public workshops are typically held to allow citizens to participate. The PD&E phase concludes with the public hearing and the selection of a preferred alternative. Once a preferred project alternative is determined, the design phase begins. During design, all the features and required information for the project are detailed. Surveys, engineering drawings, architectural plans, drainage, relocation of power lines, realignments, every aspect needed for construction is completed in the design phase. Typically, the design phase takes one to two years to complete. Right of Way essentially means acquiring the land, property, or space required for a project. The right of way process begins with the preparation of property appraisals which develop a fair market value for the areas being acquired. Right of Way agents then negotiate with property owners and or

their representatives to acquire the properties. The acquisition process also includes the functional areas of relocation and property management. Relocation is a federally mandated program to make sure displaced owners are treated fairly when reestablishing their residences or businesses. This phase can take two years or longer to complete. After all the planning, design, public input, and Right of Way, a project is ready for construction. For those impacted by the construction process, the best part of the construction is when the project is finished. As we all know the actual process of construction can be frustrating at times for travelers and adjacent property owners. Safety concerns, reduced speeds, lane closures, entryway obstructions, and travel delays are likely to occur during this phase. The department works hard to make the process as smooth as possible. After the dust settles and the orange cones are removed, a new facility roadway or trail exists improving transportation efficiency. Soon people forget the old problems that hindered them before. Once a project is completed, it still needs to be maintained for years to come. The department oversees a variety of maintenance activities from re paving to approving guardrails, signage, mowing, sweeping, and re striping.

If you've been adding up the years of the phases as we went along you already know that a project can easily take 6 to 10 years from planning through construction. Because the work program process involves the local public in all phases, projects reflect local priorities and needs. The public is invited to provide input early on when city and county commissions and metropolitan planning organizations are identifying needs and establishing priorities. The public is also invited to participate in various local meetings held for individual projects as they move through the phases."

Other Information Relevant to Rural Transportation

The Work Program is developed annually by the Florida Department of Transportation (usually in the late summer, early fall) and illustrates what projects and phases are funded for five years.

You can download FY 2022-2026 Citizens Plans for Escambia, Santa Rosa, Okaloosa, Walton, Washington, Holmes, and Bay Counties from this web site:
www.nwflroads.com/d3workprogram-22-26

You can also review projects from the FDOT Five Work Program from this web site:
https://fdotewp1.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx

The ECRC GIS Coordinator has the shapefiles for the FY 2022-2026 Work Program and has included them in the Rural Plan's interactive map.

4.11 FDOT Strategic Intermodal System (SIS)

The SIS is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.

Other Information Relevant to Rural Transportation

Needs and Cost Feasible Plans

- 2045 Unfunded Needs Plan (June 2017)
- 2029-2045 Cost Feasible Plan (July 2018)
- 2026-2030 Cost Feasible Plan (July 2020)
- 2021-2025 Cost Feasible Plan (July 2020)

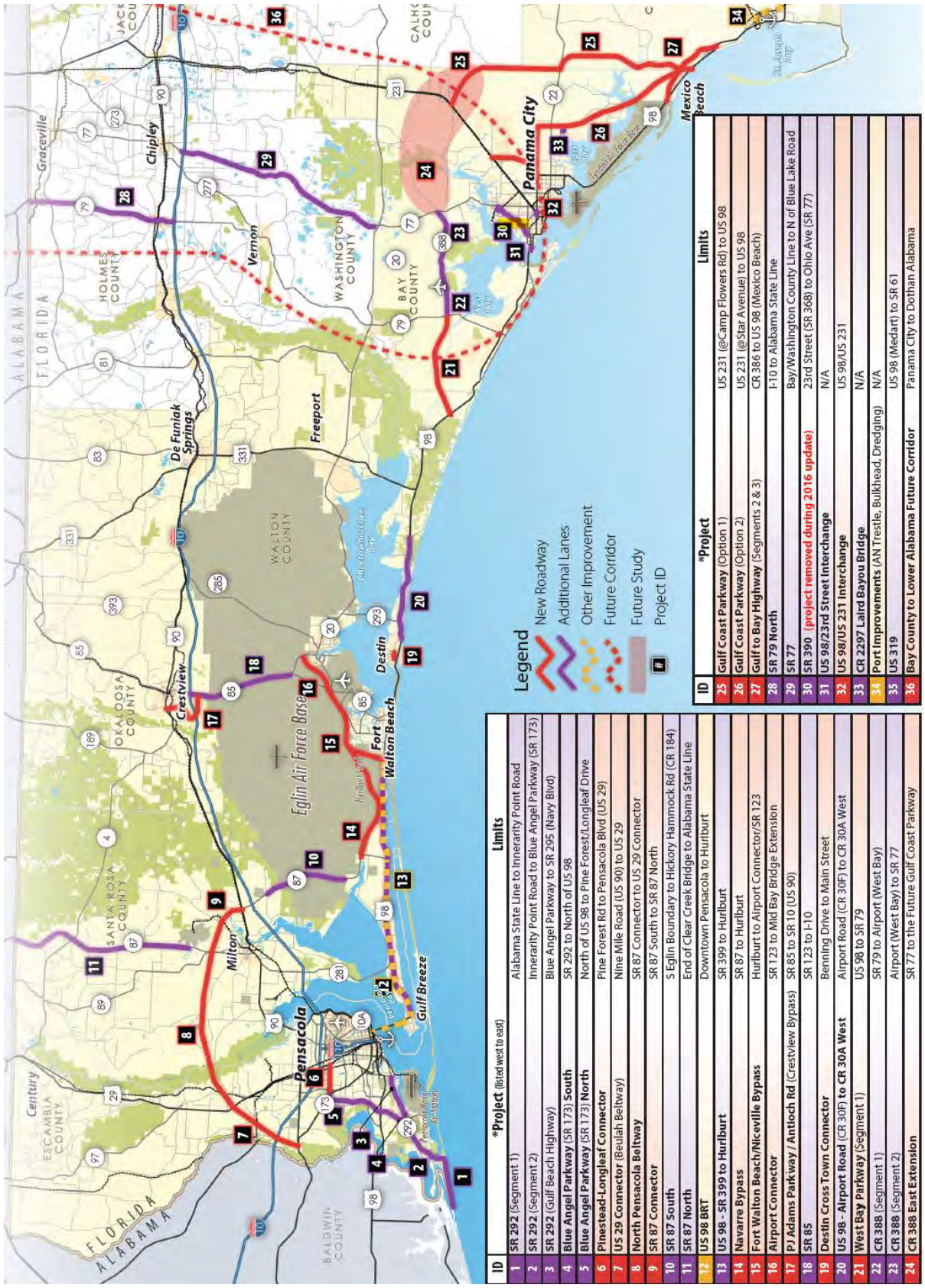
Each FDOT District has a SIS Coordinator. Jared Kirkland is the FDOT District III Coordinator. FDOT has mentioned it would like to update the SIS Cost Feasible Plan in the foreseeable future.

The ECRC GIS Coordinator has the shapefiles for the SIS Needs Cost Feasible Plans and has included them in the Rural Plan's interactive map.

4.12 Northwest Florida Transportation Corridor Authority Master Plan

The Northwest Florida Transportation Corridor Authority was created by the 2005 Florida Legislature. However, it went inactive in September 2018 and was officially dissolved by state law effective July 2021. Although the Northwest Florida Transportation Corridor Authority has been dissolved, the projects illustrated in Figure 4.2 are provided for historical reference for the Regional Rural Transportation Plan.

Figure 4.2 - Northwest Florida Corridor Authority Master Plan Projects (2016)



ID	*Project (listed west to east)	Limits
1	SR 292 (Segment 1)	Alabama State Line to Innerarity Point Road
2	SR 292 (Segment 2)	Innerarity Point Road to Blue Angel Parkway (SR 173)
3	SR 292 (Gulf Beach Highway)	Blue Angel Parkway to SR 295 (Navy Blvd)
4	Blue Angel Parkway (SR 173) South	SR 292 to North of US 98
5	Blue Angel Parkway (SR 173) North	North of US 98 to Pine Forest/Longleaf Drive
6	Pinestead-Longleaf Connector	Pine Forest Rd to Pensacola Blvd (US 29)
7	US 29 Connector (Beulah Beltway)	Nine Mile Road (US 90) to US 29
8	North Pensacola Beltway	SR 87 Connector to US 29 Connector
9	SR 87 Connector	SR 87 South to SR 87 North
10	SR 87 South	S Eglin Boundary to Hickory Hammock Rd (CR 184)
11	SR 87 North	End of Clear Creek Bridge to Alabama State Line
12	US 98 BRT	Downtown Pensacola to Hurlburt
13	US 98 - SR 399 to Hurlburt	SR 399 to Hurlburt
14	Navarre Bypass	SR 87 to Hurlburt
15	Fort Walton Beach/Niceville Bypass	Hurlburt to Airport Connector/SR 123
16	Airport Connector	SR 123 to Mid Bay Bridge Extension
17	PJ Adams Parkway / Antioch Rd (Crestview Bypass)	SR 85 to SR 10 (US 90)
18	SR 85	SR 123 to I-10
19	Destin Cross Town Connector	Benning Drive to Main Street
20	US 98 - Airport Road (CR 30F) to CR 30A West	Airport Road (CR 30F) to CR 30A West
21	West Bay Parkway (Segment 1)	US 98 to SR 79
22	CR 388 (Segment 1)	SR 79 to Airport (West Bay)
23	CR 388 (Segment 2)	Airport (West Bay) to SR 77
24	CR 388 East Extension	SR 77 to the Future Gulf Coast Parkway

ID	*Project	Limits
25	Gulf Coast Parkway (Option 1)	US 231 (@Camp Flowers Rd) to US 98
26	Gulf Coast Parkway (Option 2)	US 231 (@Star Avenue) to US 98
27	Gulf to Bay Highway (Segments 2 & 3)	CR 386 to US 98 (Mexico Beach)
28	SR 79 North	I-10 to Alabama State Line
29	SR 77	Bay/Washington County Line to N of Blue Lake Road
30	SR 390 (project removed during 2016 update)	23rd Street (SR 368) to Ohio Ave (SR 77)
31	US 98/23rd Street Interchange	N/A
32	US 98/US 231 Interchange	US 98/US 231
33	CR 2297 Laird Bayou Bridge	N/A
34	Port Improvements (AN Trestle, Bulkhead, Dredging)	N/A
35	US 319	US 98 (Medart) to SR 61
36	Bay County to Lower Alabama Future Corridor	Panama City to Dothan Alabama

4.13 Florida Greenways and Trails Master Plan

The Florida Greenway and Trails System Plan is developed by the Florida Department of Environmental Protection (FDEP) and includes identification and delineation of long-distance regional trails within the Florida Greenways and Trails Priority System. It facilitates multijurisdictional partnerships to support, develop, and manage these systems. Trails are identified as land or paddling priorities and opportunities. The land priorities are what is used by FDOT to create the SUN Trail network.

To be recognized as a Priority corridor, it must meet these criteria to the greatest extent possible:

- Supports and further establishes national, state or regional trail projects, plans and initiatives.
- Builds on past and programmed state and federal investments in trails, particularly when matched by funding from local and private sources.
- Includes long-distance trails or provides connections between long-distance trails and/ or long loops to join multiple counties and population centers.
- Demonstrates broad regional and community support, especially those entities willing to commit to trail management and long-term maintenance.
- Enhances access to nature-based tourism and economic development by connecting natural, recreational, cultural and historic sites
- Enhances connections to state parks and trails and greenways.
- Coincides with and supports the Florida Ecological Greenways Network priorities.
- Protects public safety by offering non-motorized use that is separated from highways.

The following corridors are within the study area and have been identified by the Plan as trails that can form a comprehensive connected system when complete:

- Cantonment to Bellview Recreational Corridor
- Whiting Field to Blackwater Forest Trail Corridor
- Highway 191 (Munson Highway) Corridor
- Blackwater Multi-Use Trail Corridor
- Hwy 90 Trail Corridor
- Crestview to Florala Corridor
- Florabama Connector System
- SR 77 Corridor

4.14 Shared-Use Non-Motorized (SUN) Trail Program

The SUN Trail network is the statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians. Today, the SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails; it is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trails Priority Network. US 90 is the primary east/west roadway

that is designated on the SUN Trail network and traverses through many rural areas of the region. The other significant network segment is the portion that extends northeast from US 90 in Santa Rosa County and extends into Okaloosa County. It follows Highway 191 (Munson Highway) into the Blackwater River State Forest.

Section 335.065, F.S., bicycle and pedestrian ways along state roads and transportation facilities, authorizes FDOT to use the State Transportation Trust Fund (STTF) to support the establishment of a statewide system of interconnected multi-use trails for bicyclists and pedestrians in coordination with the FDEP.

FDOT receives an annual allocation from the redistribution of new vehicle tag revenues pursuant to Section 320.072, F.S., Motor Vehicle Licenses. These “Wheels on Road” revenues will be deposited into the STTF for programming in the FDOT Work Program. The code for projects with SUN Trail funding is TLWR.

SUN Trail legislation allows for the programming of TLWR funds to all phases of project development including preliminary and environmental planning; design; acquisition of real property/land/right-of-way (ROW); new construction, reconstruction, or resurfacing of trail surfaces or bridges and maintenance (e.g. obligations for pavement, drainage, land stabilization and safety controls).

4.15 Associated Urban Growth Boundary Agreements

An urban growth boundary is a regional boundary to control urban sprawl by mandating that the area inside the boundary be used for urban development and the area outside be preserved in its natural state or used for agriculture. Legislating for an "urban growth boundary" is one way, among many others, of managing the major challenges posed by unplanned urban growth and the encroachment of cities upon agricultural and rural land.

An urban growth boundary circumscribes an entire urbanized area and is used by local governments as a guide to zoning land use decisions, and by utilities and other infrastructure providers to improve efficiency through effective long term planning.

If the area affected by the boundary includes multiple jurisdictions a special urban planning agency may be created by the state or regional government to manage the boundary. In a rural context, the terms town boundary or village envelope may be used to apply the same constraining principles. Some jurisdictions refer to the area within an urban growth boundary as an urban growth area or urban service area.

4.16 Emerald Coast Strategic Regional Policy Plan

Florida Law requires the ten (10) Regional Planning Councils to prepare and adopt by rule Strategic Regional Policy Plans (SRPPs). The SRPPs are intended to provide long-range guidance for the physical, economic, and social development of the region. This will be accomplished through the identification of regional goals and policies for affordable housing, economic

development, emergency preparedness, natural resources of regional significance, and regional transportation.

According to the SRPP, in almost all respects, the population and transportation picture for West Florida is identical to the state as a whole. Vehicle miles traveled have increased, tourists visit during the summer, and the primary means of transportation is the automobile.

Two (2) basic options are available for solving future transportation congestion: (1) construct the needed road and bridge capacities needed to move vehicles, and (2) decrease the number of motor vehicles (automobiles) using the transportation network.

Significant Features of West Florida's Transportation System

- Interstate 10 and 110
- Principal arterial network (US routes and major state highways) including major evacuation routes
- Two (2) Deepwater Ports connected by the Gulf Intracoastal Waterway
- Three (3) Commercial airports, and 3 reliver airports
- Two major gas pipelines
- Three (3) Fixed route public transportation systems
- Seven (7) paratransit systems serving primarily the transportation disadvantaged population
- CSX mainline rails with spurs

Due to the age of the document, much of the information is outdated, but there is some relevant information that may still be carried over into future planning efforts.

Key Takeaways

- Attention needs to be focused on coordinating evacuation efforts between transportation officials in Florida, Alabama, and Georgia as well as with emergency management directors in these three states.
- Novice cyclists feel that mixing with motor vehicle traffic is unsafe and have requested separate bicycle facilities designed so cyclists will not mix with automobiles. If a community is planned and developed with bicyclists and pedestrians in mind, this is the best approach. However, retrofitting a community, after it has developed, with a separate transportation network is very expensive.
- Residents could educate elected officials to the needs of cyclists and pedestrians and have roadway construction practices changed so that sidewalks and bicycle lanes are included in every roadway project.
- A combination of land use and transportation improvements are required to substantially affect transportation's impacts on air quality.
    - Provide and require more compact, higher density urban design and growth and

reduce sprawl to improve mass transit efficiencies.

- Manage transportation demand on roadways by encouraging and requiring mass transit, carpools, vanpools, flexible work schedules, trip reduction ordinances, congestion pricing, increased safety for and use of bicycling and walking.
- Maximize the capability of the transportation system to move larger numbers of people and goods rather than vehicles; design multipurpose transportation corridors that utilize median for commuter rail, designated high-occupancy vehicle lanes, and protected bicycle lanes.
- Reduce air pollution through use of cleaner fuels (natural gas and electricity), improved pollution control devices and cleaner engines.

One alternative to the current low density, sprawl type development that is typically found in the region is utilizing a ***greenbelt***, which may be appropriate for rural areas. Greenbelts provide open space, recreation, and environmental mitigation. More rigid growth boundaries would be designated around the urban area. Residential growth inside the urban boundary would be similar to the second alternative, while residential growth outside the urban boundary would be clustered in high-density new communities. Regulations and incentives would help concentrate jobs in new centers. Mass transit would be emphasized as the major mode of transportation.

4.17 Emerald Coast Comprehensive Economic Development Strategy (CEDS)

The CEDS is a 5-year strategy to guide activity and investment to support economic growth in the ECRC region (Escambia, Santa Rosa, Okaloosa, Walton, Holmes, Washington, and Bay counties), which is designated as an Economic Development District by the U.S. Economic Development Administration. The CEDS is the result of a data-driven and participatory planning process that invites stakeholders to bring forward new project ideas and identify economic development ventures currently underway that merit funding and ongoing community support.

The section on **Infrastructure and Growth Leadership** deals with relevant transportation issues and opportunities. There is primarily a focus on urbanized areas with the TPOs, but it also recognizes important north/south connectors for movement of commuters since many people that work along the coast live in the northern portions of the counties. There is also a focus on bicycle and pedestrian safety. It is recognized as a critical area where the region can do better. New projects contemplate dedicated access to the road network for cyclists and pedestrians, along with emphasis in some places on better design through “Complete Streets.” The principles of Complete Streets bring experts in transportation engineering and urban planning together to calm traffic, making the entire right of way safer for all modes and abilities.

GOAL: ENSURE WEST FLORIDA'S ECONOMIC INFRASTRUCTURE IS STATE OF THE ART AND CONNECTS COMMUNITIES IN EVERY PART OF THE REGION.

Key Strategies

1. Plan, advocate for, and create modern infrastructure with regional economic impact.
2. Promote sound planning principles to create efficient transportation systems

4.18 Escambia County Comprehensive Plan

Purpose: The Board of County Commissioners of Escambia County finds that the goals, objectives, policies, and regulations set forth hereunder are a necessary and proper means for planning and regulating the development and use of land in the county and for otherwise protecting and promoting the public health, safety, and general welfare of its citizens. It is the intent of this Comprehensive Plan to set general guidelines and principles concerning its purposes and contents and that this Plan shall be construed broadly to accomplish its stated purposes and objective.

Information relevant to rural transportation:

Definitions

(p.CP3:6) Rural: A sparsely developed area in which the land is primarily used for agricultural purposes.

Future Land Use Element

(p.CP7:11) **GOAL FLU 3 RURAL STRATEGIES**

Escambia County will promote rural strategies, including protecting agriculture, silviculture, and related activities, protecting and preserving natural resources and guiding new development toward existing rural communities.

FLU 3.1 Rural Development

All new development within rural areas, including commercial development, that is compatible with the protection and preservation of rural areas will be directed to existing rural communities.

POLICIES

FLU 3.1.1 **Infrastructure Expenditures.** Escambia County will limit the expenditure of public funds for infrastructure improvements or extensions that would increase the capacity of those facilities beyond that necessary to support the densities and intensities of use established by this plan unless such expenditures are necessary to implement other policies of this plan.

FLU 3.1.2 **Water Facility Extensions.** Escambia County will coordinate with potable water providers on any extensions of potable water facilities in the rural area.

FLU 3.1.3 **FLUM Amendments.** During consideration of FLUM amendments, Escambia County will consider the impacts of increased residential densities to the agriculture and silviculture industries as well as public facility maintenance and operation expenditures (i.e., roads, water, sewer, schools,) needed to serve the proposed development.

FLU 3.1.4 **Rezoning.** Escambia County will protect agriculture and the rural lifestyle of northern Escambia County by permitting re-zonings to districts, allowing for higher residential densities in the Rural Community (RC) future land use category.

FLU 3.1.5 **New Rural Communities.** To protect silviculture, agriculture, and agriculture related activities Escambia County will not support the establishment of new rural communities.

4.19 Mid-West Sector Plan Detailed Specific Area Plan

Purpose: The Mid-West Escambia County Optional Sector Plan began in March of 2007 with a letter of intent from Escambia County notifying the Florida Department of Community Affairs (FDCA) that the County was interested in preparing an optional sector plan pursuant to 163.3245, Florida Statutes, for an approximately 16,000-acre area in central Escambia County (See Figure 1.01.A). At the time, the optional sector plan was a pilot program and was limited to five (5) demonstration projects. The intent of the optional sector plan was to recognize the benefits of long-range planning for areas greater than 5,000 acres and promote innovative and flexible planning and development strategies while ensuring adequate mitigation of impacts to regional resources and facilities.

Information relevant to rural transportation:

Adopted Goals, Objectives, and Policies

(p.13) GOAL FLU 5 MID-WEST ESCAMBIA COUNTY OPTIONAL SECTOR PLAN

Escambia County shall utilize the Optional Sector Plan process to encourage cohesive and sustainable development patterns within central Escambia County, emphasizing urban form and the protection of regional resources and facilities.

POLICIES

(p.13) FLU 5.1.2 Development within the OSP area shall support and further the following general principles:

Transportation

a. Create a highly interconnected, multi-modal transportation system that efficiently links housing to employment and retail opportunities

b. Develop a hierarchy of transportation corridors that would increase mobility and accessibility within the OSP while respecting existing residential development

c. Create an interconnected and accessible pedestrian and bicycle network 14 Mid-West Sector Plan DSAP September 2011

d. Reduce vehicle trips (VT) and vehicle miles traveled (VMT) through the use of compact, mixed-use and transit-oriented development

(p.16) **FLU 5.3 Transportation**

Adopt development guidelines that implement the transportation principles of the Optional Sector Plan area.

POLICIES

FLU 5.3.1 Transportation infrastructure within the OSP shall be designed as a network of hierarchical local, collector and arterial roadways that form a curvilinear grid pattern that respects the natural environment while providing a high degree of interconnectivity.

FLU 5.3.2 Local and collector streets, sidewalks, bike lanes and multi-use paths shall contribute to a system of fully-connected and attractive routes from individual neighborhoods to neighborhood, village, town, and employment centers. Their design should encourage pedestrian and bicycle use by being spatially defined by buildings, trees, and lighting; and by discouraging high speed vehicular traffic.

FLU 5.3.3 Neighborhood, Village and Town Centers shall be transit-oriented and designed to accommodate current and future transit systems.

FLU 5.3.4 Land uses adopted within the OSP shall result in an appropriate job to housing balance that reduces overall vehicle miles traveled (VMT) locating residential uses within close proximity to jobs.

4.20 Santa Rosa County Comprehensive Plan

Purpose: The Santa Rosa County Comprehensive Plan 2040 contains both foundational information as well as the goals, objectives and policies for growth and development as adopted by the Santa Rosa County Board of County Commissioners (BCC).

Information relevant to rural transportation:

(p.6) 1.4.3 Rural Development and Agricultural Preservation For counties and local governments with a rural contingent like Santa Rosa, preservation of agriculture and rural lifestyle is an important planning consideration. Some communities across the County have also found it necessary to prevent the premature conversion of agricultural lands to more urbanized land uses. Rural planning can also involve environmental protection of certain areas, infrastructure provision in support of farming activities and the creation and sustaining of rural communities

that provide vital commercial land use opportunities within closer proximity. Planning for farm related activities such as farm related retail, farmer's markets and other agribusiness related land uses is also important. Santa Rosa County has prepared the Rural Development Plan which encompasses many of these concepts. This small area Plan's recommendations have been incorporated into the County's Comprehensive Plan.

(p.14) 1.1.4 *Less Urban Sprawl / Infrastructure Maximization / Rural Protection:*

Santa Rosa County has an active agrarian economy in the northern County and preservation of farmland and rural lifestyles are considered of paramount importance. In order to protect farmlands and rural lifestyles, the Rural Development Plan has been partially implemented within the Future Land Use Element. The Rural Development Zone, as implemented, coincides with the northern boundaries of several sewer and water franchise areas (Pace, Milton and East Milton) and the Plan contains policies geared towards increasing development in areas where central services are provided. Also, in order to look at infrastructure maximization, planning areas have been created to analyze central water and sewer availability within the County's growth communities from a data and analysis perspective. This concept can also be applied to capital improvements planning for roads.

(p.28) 1.5.3 *Rural Development Plan – Rural Communities Overlays*

The 2003 update of the Santa Rosa County Comprehensive Plan called for the development of a Rural Development Plan designed to protect the rural character, agricultural viability, and natural resources of Northern Santa Rosa County. This Plan was completed in 2005 and it contained a number of recommendations. The following summarizes these recommendations and provides information on the status of implementation:

Key Land Use Recommendation 1 - Creation of a Rural Protection Zone (RPZ) within which the creation of new communities will be allowed, but urban sprawl will be avoided, and development performance standards will be revised to better reflect the rural character of the area; and

Key Recommendation 2 - Creation of a Transition Zone adjacent to the RPZ within which re-zonings will be allowed to facilitate a smooth transition from the urbanized areas to the rural areas. The Rural Development Plan recommended the adoption of a Rural Protection Zone to help give definite boundaries to the truly rural areas of the County as well as to help in implementation of the Rural Development Plan recommendations. It was recommended that this RPZ should be an "overlay" on the County's Official Zoning Map and was drawn using the boundary line for Impact Fee Area 1 (Rural). The Plan also recommended that the area within one mile to the south of the RPZ should be considered a "transition zone", where re-zonings will be allowed to facilitate a smooth transition from the urbanized areas to the rural areas.

These recommendations have been implemented in part on the 2040 Future Land Use Map. The RPZ line as shown in the adopted Rural Development Plan was not implemented due to potential issues with implementation/enforcement of any associated policy. Plan policy was, however, crafted to indicate that amendments within the Rural Planning Area be carefully reviewed per

the intent of the Rural Development Plan, specifically to limit urban sprawl and protect the rural character of the area. It should also be noted that other Comprehensive Plan provisions included, but not limited to those found in the Future Land Use Element, the Conservation Element, and the Infrastructure Element, are also considered when determining whether or not a proposed amendment to the Future Land Use Map is consistent with the Goals, Objectives and Policies of the Comprehensive Plan.

Key Land Use Recommendation 3 - Creation of three new zoning districts for the RPZ (Rural Activity Centers, Crossroad Communities, and Agriculture Estate.

This recommendation has been partially implemented with the creation of the Rural Community Overlay Districts as shown on the adopted Future Land Use Map. Policy was also drafted and included within the Future Land Use Element that allows limited commercial land uses within the Agriculture and Agriculture Estate Residential Future Land Use Map Categories. Ancillary commercial development could be accomplished within these overlays through a rezoning process utilizing existing zoning districts, the conditional use and special exception processes.

The RDP also contained the following recommendations: Creation of a transfer of development rights (TDR) program; establishment of buffer requirements between new residential subdivisions & agricultural uses; adoption of a Right-to-Farm Ordinance; establishment of riparian buffer requirements; and use of agricultural and conservation easements to protect agricultural viability and rural character.

(p.71) 2.4.1.3 Rural Area

The U.S. Department of Transportation defines rural in two ways: first, for highway functional classification and outdoor advertising regulations, rural is considered anything outside of an area with a population of 5,000; second, for planning purposes, rural is considered to be areas outside of metropolitan areas 50,000 or greater in population. This definition leaves a lot of room for significant differences within these categories. Therefore, it is prudent to describe rural based upon what we see across the country. For the purposes of this document, "rural" is non-metropolitan areas outside the limits of any incorporated or unincorporated city, town, or village.

4.21 Okaloosa County Comprehensive Plan

The Okaloosa County 2009 Comprehensive Plan was adopted in the early 2000s. This Comprehensive Plan was divided into three volumes: a Technical Document, a Policy Document, and a Map Atlas. The Technical Document contains background information for the Comprehensive Plan, such as technical support data and analyses of different plan elements. The Policy Document is where the goals, objectives, and policies of each element are located, as well as the evaluation criteria and monitoring of the plan. Finally, the Map Atlas is a series of maps that clarify the information in the Technical Document, such as a Future Land Use Map for sections of the Future Land Use Element. The Transportation Element focused on transportation

efforts throughout the county. The goals of the Transportation Element for Okaloosa County can be reviewed in the table below.

Okaloosa County Comprehensive Plan – Transportation Goals

Item	Goals
2.2.1.1	Provide a safe, economic, and efficient transportation system that maximized the mobility of people and goods.
2.2.1.2	Provide an energy efficient transportation system.
2.2.1.3	Provide a transportation system in harmony with environmental, social, economic, and aesthetic features of the area.
2.2.1.4	Provide a transportation system that optimizes presentation and efficiency of existing transportation facilities.
2.2.1.5	Provide measures to relieve financial constraints on improvements to the transportation system.
2.2.1.6	Provide a cooperative, continuing, and comprehensive transportation process.

Information relevant to rural transportation:

Objective 9: Urban sprawl is not a desirable development pattern. It shall be discouraged and/or reduced through the following techniques:

a. the use of the appropriate designation of land for future land uses on the Future Land Use Map;

b. the establishment of an urban development boundary area;

c. policies regarding provision, location, and expansion of urban services and facilities;

d. policies regarding conversion of agricultural and rural lands to urban uses;

e. encouraging appropriate infill development; f. encouraging redevelopment; and

g. encouraging the reuse of existing facilities.

Policy 9.2: In the evaluation of proposed land use amendments for land in the "agricultural" or "rural residential" categories, the application shall demonstrate the following: a. the need for such land use amendment; b. the amendment will not result in urban sprawl; c. a functional relationship of the proposed amendment to other more densely or intensely designated or development lands; d. the availability of facilities and services for a more dense or intense land use; and e. the relationship of the proposed amendment site to the urban development area boundary.

Policy 10.1B: There is hereby created the "Rural Community" FLUM overlay zone to promote infill development within existing rural developed areas that is intended to make available basic services to residents in the rural community and the surrounding rural area. These services may include retail sales and services as well as community facilities such as fire stations, post office,

community center, etc. The Rural Community overlay is further intended to provide areas for more compact residential development in the immediate vicinity while preserving the rural nature and character of outlying rural areas. At a minimum, the Rural Community overlay should be delineated around the Baker and Holt communities.

4.22 Walton County Comprehensive Plan

The Walton County Comprehensive Plan was adopted in March 2011. This Comprehensive Plan encompasses Capital Improvements, Conservation, Coastal Management, Future Land Use, Housing, Infrastructure, Intergovernmental Coordination, Recreation, and Transportation elements. The Walton County Comprehensive Plan Transportation Element goals can be reviewed in the table below.

Walton County Comprehensive Plan - Transportation Goals

Item	Goals
T-1	Provide a safe, cost-effective transportation system with adequate transportation facilities and services in place to mitigate impacts from development.
T-2	Provide a multimodal transportation system that serves to increase mobility, promote alternative transportation, and improve the quality of life for the citizens of Walton County.
T-3	Provide a safe and efficient transportation system that is coordinated with federal, state, regional, and local agency plans, and regulations.
T-4	Stimulate economic development in Walton County through cooperation with federal, state, regional, and local agency plans and regulations to promote the growth and expansion of the DeFuniak Springs Airport, Port of Freeport, and coordinate with the Panama City-Bay County international airport.

Information relevant to rural transportation:

Future Land Use Element

OBJECTIVE L-1.2: D To discourage urban sprawl and promote compact development and the conservation of working rural landscapes through such techniques as the designation of appropriate agricultural densities, cluster development, mixed use areas that allow residents to work, shop, live, and recreate within one compact area, and the establishment of rural villages and rural mixed use areas that promote infill development in existing rural communities while preserving the surrounding rural land uses, including agricultural and silvicultural uses and eco-business and agribusiness and tourism related uses.

Policy L-1.2.4: Rural Residential (RR). This designation is intended to support a mix of uses while preventing the further subdivision into smaller lots that would further degrade water quality from septic tanks, increase densities in floodplains or change the character of existing residential areas. This designation shall also be assigned to areas of reasonably compact configurations that already support small clusters of rural development that are either served by central public water or sewer systems or where such systems are scheduled to be extended within five (5) years. Areas designated as Rural Residential (RR) on the Future Land Use Map shall have the densities and intensities established for each Zoning District described below:

(A) Rural Low Density Residential (RLD) Zoning District: the maximum allowable density for residential development is one (1) unit per one (1) acre when connected to central potable

water service. The maximum allowable density is one (1) unit per five (5) acres where central potable water service is not available. Nonresidential intensity shall not exceed a maximum FAR or 0.25 (25%) and a maximum ISR of 0.30 (30%).

(B) Rural Residential (RR) Zoning District: The maximum allowable density for residential development is one (1) unit per two and one-half (2.5) acres. Nonresidential intensity shall not exceed a maximum FAR of 0.25 (25%) and a maximum ISR of 0.30 (30%).

(C) Rural Village (RV) Zoning District: The maximum allowable density for residential development is two (2) units per one (1) acre. Nonresidential intensity shall not exceed a maximum FAR of 0.50 (50%) and a maximum ISR of 0.60 (60%).

Policy BW-1.5.3: Each DSAP shall include an interconnected network of streets that encourages walking, reduces the number and length of automobile trips, and conserves energy. On-street parking will be included where appropriate to support adjacent land uses. The level of this network is directly related to the intensity of development. Streets that connect rural areas to urban areas must provide transitions from higher design speeds in rural areas to lower design speeds for urban development and other developed areas. Lower design speeds can be achieved by reducing the widths of travel lanes, clear zones, and medians. Lower design speeds can also be achieved by adding curbs, regularly spaced street trees, and on-street parking.

Policy L-1.22.1 Black Creek Special Planning Area (SPA): The Black Creek SPA is established to direct future growth in North Walton County into a delineated special planning area in order to facilitate the development of a quality rural mixed-use community, and to prevent the historically inefficient use and piecemeal development of the surrounding rural lands. The county's intent is to focus and facilitate future development within the designated Black Creek SPA to better ensure the protection of the historically rural character of the area and the significant environmental resources and habitat of the surrounding conservation lands. Given the acreage included within the Black Creek SPA, it is likely that the included properties will have multiple owners. If the lands within the Black Creek SPA are developed through a series of smaller development projects, each project within the Black Creek SPA must have its own detailed plan of development that will be designed to achieve the overall economic, environmental, and aesthetic objectives of the Black Creek SPA in its entirety. Building heights within the Black Creek SPA shall not exceed four stories, or 50 feet, whichever is less.

(C) BC Rural Town Center: The Black Creek SPA shall be designed around a town center that affords maximum exposure to a mix of commercial, resort, office, and high-density residential uses served by central water and sewer. The town center shall be designated on the Zoning Map as the BC Rural Town Center (BCRTC). The Black Creek SPA shall include a minimum of five percent (5%) and a maximum of ten percent (10%) of the gross acreage designated as BCRTC. The county may allow the designation of more than one BCRTC in the Black Creek SPA if such design would be financially feasible and facilitate a more efficient and effective delivery of services and land uses for the Black Creek SPA. However, if more than one area is designated

BCRTC, the acreages for all parcels so designated shall not exceed in total the BCRTC percentages stated above.

3. Special Considerations: To ensure that the BCRTC is designed to incorporate the constraints and advantages specific to the surrounding area and existing site conditions, including the vegetation, topography, drainage, wildlife, siting, and lighting considerations, every plan of development within an RTC shall address the following:

ii. The internal road network proposed, including road widths and block sizes. Roads shall be designed to retain their rural character and not be designed to the characteristics or standards for suburban commercial or subdivision streets;

iii. Proposed road and pedestrian interconnections to the abutting neighborhoods and the BCRTC;

iv. Proposed parking standards and criteria.

4.23 Holmes County Comprehensive Plan

The Holmes County Comprehensive Plan has not had a major update since 2000, therefore, some of the transportation policies are out of date and irrelevant. The Capital Improvements Element is not useful either. The Transportation Element contains the majority of relevant goals, objectives, and policies.

Level of Service

Roadway Type	Level Of Service
Freeways	B
State Roads	C
County Roads	D

An important priority that was envisioned in 2009 and is finally coming to fruition is the 79 Highway Authority. Policy 1.2 states that in coordination with the City of Bonifay and FDOT, a corridor management plan study for State Road 79 will be conducted to develop motorized and non-motorized transportation facilities, access management improvements, and any other transportation system alternatives that will alleviate congestion on SR 79.

Another strong focus in on Access Management. Policy 2.1 and 2.2 discuss limiting driveway connections to the minimum necessary for SR 2, SR 81, SR 79, and US 90. Direct vehicular and pedestrian connection to adjacent residential development and/or service commercial or institutional land uses to reduce additional access onto collector and arterial streets shall be implemented.

The plan encourages improvements to be completed based on high accident locations and providing a network for pedestrians and bicyclists that allows shortcuts and alternatives to

traveling along high-volume streets. There are no major policies addressing capacity and road widening suggesting that this was not a priority at the time.

4.24 Washington County Comprehensive Plan

The current update to the Washington County Comprehensive Plan is for a 2035 planning horizon. The main goal is to provide and maintain a multi-modal transportation system that provides safe, efficient, and effective travel. State Road 79 and State Road 77 are major corridors that are being focused on as an economic development priority. The areas near the interchange are envisioned to be a mix of commercial and retail to serve the traveling public. There is currently a Highway 79 Authority that is using TIF monies to make infrastructure investments and attract developers. Access management is important to help control potential future congestion.

According to the Plan, Driveways and access to county roads shall be limited in the following manner by the county, municipalities, and FDOT to ensure traffic carrying capacity and safety:

a. Functional classification shall be the basis for determining the number of access points allowed;

b. Issuance of driveway permits shall be limited to the number of driveways required to make safe and reasonable access using the subdivision process;

c. Driveways located at the intersection of two roadways shall be assigned the lower classification;

d. Shared access points shall be used wherever possible in order to minimize the necessity of one or more access points to adjacent small businesses;

e. Access to “controlled access” facilities shall be limited through the subdivision approval process to one access point each 1,320 feet; and

f. Access points to parcels with frontage along two or more roadways shall be located on the roadway of lower classification.

The County has a Five-Year Paving and Road Improvement Plan to identify the funding sources, establish schedules, and prioritize all road paving and improvement programs within the County Road system.

Complete streets is another priority to build infrastructure that meets the needs of the surrounding land uses. The US 90 multi-use trail is called out as a recreational priority, but also to provide more transportation options in the County. Other alternative transportation focuses include promoting transportation demand management and the transportation disadvantaged programs. Policy B1-12h states that support will be given to local and regional Transportation Demand Management Strategies in conjunction with the area’s Commuter Assistance program that reduce vehicle miles traveled (VMT) and increased access job opportunities. Policy B1-3e states that information shall be available relating to any Commuter Assistance Programs, Tri-

Community Council Transportation Disadvantaged Program, ECRC Regional Transportation Planning Organization, and Bicycle/Pedestrian Programs at all county and municipal offices, where feasible.

The transportation related projects are listed below in the Capital Improvement Schedule.

Project	Budget Fiscal Year						
	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	Source	Total
Alford Rd Paved Shoulder Resurface	$1,688,400	$0	$0	$0	$0	FDOT LAP & SCOP	$1,688,400
Brickyard Rd Resurface	$0	$788,004	$0	$0	$0	FDOT SCRAP	$788,004
Buckhorn Blvd Paving	$0	$2,582,506	$0	$0	$0	FDOT SCOP	$2,582,506
Clayton Rd Bridge Repair	$0	$0	$136,796	$0	$0	FDOT B-SCOP	$136,796
South Blvd Orange Hill Resurface	$1,637,812	$0	$0	$0	$0	FDOT SCRAP	$1,637,812
South Blvd/ Kirkland Rd Sidewalk Const.	$0	$550,354	$0	$0	$0	FDOT LAP	$1,637,812
Orange Hill Rd and South Blvd project	$1,637,812	$0	$0	$0	$0	SCRAP	$1,637,812
Church St and Court Ave projects	$255,857	$0	$0	$0	$0	Grant	$255,857
Cope Rd	$47,866	$0	$0	$0	$0	SCRAP	$47,866
Brickyard Rd Resurface	$90,768	$0	$0	$0	$0	General Fund	$90,768
Old Bonifay Hwy. projects	$296,750	$0	$0	$0	$0	SCRAP	$296,750

Data Source: Washington County
Date Prepared: 4/9/21

4.25 Bay County Comprehensive Plan

The Bay County Comprehensive was updated in 2018 and should be updated again in 2023.

Transportation Element:

Policy 4.2.1 and 4.2.2 of the Comprehensive Plan seeks to designate and classify who maintains and owns/is responsible for roadways within the County. State Highway System-FDOT; County Road System-Bay County BOCC; City Street System-Municipalities within that jurisdiction that are not maintained by BOCC and private roads that are not owned or maintained by a public entity. Policy 4.3.2-maintain is a functional road classification system within the County that includes: Arterial, Collector, and local roadways and assigns a LOS.

Policy 4.4.1: The following arterial roads are hereby designated as "Access Control Corridors" and are shown on the Transportation Map - Map 4.1. (1) US 231 (SR 75): Jackson County line to the intersection of CR 2321. (2) SR 77: Washington County line to the intersection of SR 77 and CR 2300. (3) SR 79: Washington County line to the intersection of Power Line Road. (4) SR 22: Gulf County line to the intersection of SR 22 and CR 2297. (5) US 98 (Panama City Beach Parkway): Walton County line to Moylan Road. (6) SR 388: SR 79 to SR 77.

However, Policy 4.4.3 states that the County provides for limited commercial and institutional development in Rural Communities to make these areas self-sustaining with reasonable access from state roads while maintaining high-speed functions. Also, in Objective 4.5 and 4.5.1, the County promotes alternate routes to the beaches by allowing limited commercial and institutional land uses at intersections in Rural service areas. At the same time, they are promoting rural areas by allowing commercial rest areas in the following intersections: SR 20 and US 231, and SR 20 and SR 77.

In Policies 4.6.4 and 4.6.5, The County also maintains concurrency management and proportionate fair share, and they continue to collect impact fees for transportation impacts. Policies 4.8 and 4.8.2 discuss maintaining LOS and designating LOS "D" on all County maintained roads and maintaining a LOS "D" on all State maintained facilities except a LOS of "C" on State facilities that are included in the SIS network.

According to 4.8.3: The Hathaway Corridor is a Long-Term Transportation Concurrency Management System Area from the city limits of Panama City west to the intersection of US 98 and Alternate 98, which means that improvements have been programmed to reduce the LOS deficiencies within the next ten years. Also, according to Policy 4.6.3, the County supports the efforts of the Northwest Florida Transportation Corridor Authority in relocating US 98.

Capital Improvements Element:

The CIP, County Budget, and the Strategic Plan are the basis for funding capital improvement projects. In Objective 11.2 and policies 11.2.1 and 11.2.2, The County seeks to establish a functional relationship between this element and the annual budget, and the CIP is updated

yearly. Based on Policy 11.12.1, written findings are prepared on proposed developments to evaluate compliance with concurrency requirements.

4.26 Bay Walton Sector Plan

The Bay Walton Sector Plan is located along the eastern area of Walton County and the western side of Bay County. The Plan is a long-range vision and mater plan with a mix of uses. It is a long-range vision for growth, development, natural resource protection, and regional projects. According to policy 12.1.2, the transportation network that increases the internal capture of trips and reduces external trips provides a multi-modal transportation system and provides critical connections to improve roadway networks. Demonstration of fiscal neutrality; ensuring all public services and infrastructure are available concurrent with the impacts of development and that the costs to provide these services and infrastructure are paid for by new growth. According to Policy 12.1.9, the master plan will be implemented through the Detailed Area Specific Plan (DSAP) process because the sector plan is so large. Part of the requirements of the DSAP will be to submit an updated public facilities analysis, including a 5-year capital improvement schedule, based upon the proposed land use densities and intensities proposed in the DSAP and the adopted Level of Service standards within Chapter 11 of the Bay County Comprehensive Plan. Each DSAP must ensure long-term impacts to public facilities within the Bay-Walton Sector Plan and regionally significant facilities. All proposed projects within the Sector Plan must meet the adopted Level of Service Standards. An updated transportation analysis must be submitted with every DSAP incorporating the best available data and analysis, including traffic data, land use data, and updated travel pattern information should accommodate types of multi-modal transportation.

According to policy 12.4.1, Each DSAP must accommodate multiple modes of transportation that meet the LOS standards and are integrated with the overall regional transportation system. Roadways will have limited access points, bike-ped facilities that fully connect the villages and various communities, and multi-use paths and sidewalks that link multiple land uses. Policy 12.4.6: Internal roadways shall be interconnected to avoid forcing essential trips between these areas to use the primary transportation (SR 77, US 98, SR 20, SR 79, and SR 388). Private residential driveway access will be prohibited to these external roadways. Policy 12.4.13: Before initiating any development that requires any improvement to SR 388, the landowner shall provide sufficient Right of Way (ROW) to accommodate the progress and associated stormwater ponds. The sector plan and the DSAP's are intended to have fiscal neutrality. Coordination with the TPO is also mentioned within multiple policies.

4.27 Transportation Disadvantaged Service Plan

The Transportation Disadvantaged Service Plans are an annually updated tactical plans jointly developed by the Planning Agency (Emerald Coast Regional Council) and the Community Transportation Coordinator (CTC), which contains development, service, and quality assurance

components. The Local Coordinating Board reviews and approves the Service Plan and it is submitted to the Commission for the Transportation Disadvantaged for final action.

Bay County

The Community Transportation Coordinator is Bay County Board of County Commissioners. They provide service as Bay Area Transit operated by First Transit.

Types, Hours and Days of Service

Ambulatory, and Non-Ambulatory services are the types of transportation services available through the coordinated system. Trips are arranged under the following classifications:

a. Subscription (scheduled): Routes which operate on a regular schedule each day for the same passengers who are picked up at the same location and time and then returned to the point of origin in the same manner.

b. Advance Reservation: Trips that require advance reservation by 1:00 p.m. the prior working day.

c. Demand Response: Trips that are provided with less than 24 hour advance notice depending upon driver/vehicle availability.

Coordinated transportation service is curb to curb. Specific transportation needs are included in Contracts, Purchase of Service Agreements, and Client Intake Forms. All trips must be preauthorized. Advance reservation is required by 1:00 p.m. the prior working day. Reservations must be made within a month of the customer appointment. Reservations requested after the 1:00 p.m. deadline for next day service will be scheduled based on availability of driver/vehicle. Office hours in which CTC services can be scheduled are Monday through Friday 8:00 a.m. - 5:00 p.m. except for agency recognized holidays. Reservations may be made by calling (850) 785-0808 extension 1.

The CTC works within the counties of Bay, Holmes, Walton and Washington in providing transportation services for out of service area medical trips and local discharges when needed and based on availability. Long distance trips are coordinated within the four-county area for reduction of costs, as well as eliminating several drivers/vehicles being at the same location at the same time.

Service Area Description

Bay County is in the Florida Panhandle and is bordered by Washington and Jackson Counties to the North, Calhoun and Gulf Counties to the East, Walton County to the West, and the Gulf of Mexico to the South. Bay County encompasses 481,920 acres, or 753 square miles; it is approximately 46 miles at its widest and 44 miles at its longest point.

Link to complete plan: Bay County Transportation Disadvantaged Service Plan

Escambia County

The Community Transportation Coordinator is Escambia County Board of County Commissioners.

They provide service as Escambia County Community Transportation operated by ITL Solutions.

ECCT provides a door-to-door, advance reservation paratransit service to ambulatory and non-ambulatory customers who are funded through the coordinated agencies. Each funding program has different eligibility criteria.

Types, Hours, and Days of Service

Ambulatory, and Non-Ambulatory services are the types of transportation services available through the coordinated system. Trips are arranged under the following classifications:

a. Advance Reservation: A trip request, which is reserved 1 to 14 days in advance depending on funding agency.

b. Subscription Service: Subscription Trips Subscriptions (also known as "standing orders") are trips provided at least two times a week, to and from the same locations, at the same time, on the same days of the week. Examples of subscription trips: work, school, dialysis, therapy, etc.

The ECCT office is open to the public Monday through Friday from 8:00 a.m. until 5:00 p.m. Agencies may call the office as early as 8:00 a.m. by calling the agency line: (850) 595-0501.

In the urban area, the pick-up time is normally one hour prior to the appointment. Reservationist will then read the trip information back and have the caller verify that the information is correct. All trips are required to provide a return time. In the event a return time is not available (dialysis, doctor's office, etc.), the customer can opt for a will call return. Your return trip is activated when we receive a call saying the customer is ready to go. The vehicle will pick you up within 90 minutes.

For customers living in the northern rural part of the county (from Kingsfield Road north), a shuttle service is available Monday through Friday. There is one morning shuttle at 7:00 a.m. and one afternoon shuttle at 1:30 p.m. heading south from the northern most rural area. Returns to the rural areas area at 11:30 a.m. and 4:00 p.m. Customers are picked up at their homes and then dropped at one of seven different destinations in the urban area. If the destination is along the route, customers can be dropped at the door. Additional shuttles may be added in the future based on demand.

Service Area Description

Escambia County is the westernmost county of the Florida Panhandle. It is bordered by Escambia County, Alabama, to the north; Baldwin County, Alabama, to the west; Santa Rosa County, Florida, to the east; and the Gulf of Mexico to the south. According to the 2010 Census, the county is 874.70 square miles in total, with 656.46 square miles of land and 218.24 square miles of water. The county seat is Pensacola, Florida.

Link to complete plan: Escambia County Transportation Disadvantaged Service Plan

Holmes and Washington Counties

The Community Transportation Coordinator and operator is Tri-County Community Council Inc.

Types, Hours, and Days of Service

Ambulatory, Non-Ambulatory and Stretcher services are the types of transportation services available through Tri-County Community Council, Inc.'s coordinated system. Trips are arranged under the following classifications:

a. Subscription (scheduled): Routes which operate on a regular schedule each day for the same passengers who are picked up at the same location and time and then returned to the point of origin in the same manner.

b. Advance Reservation: Trips that request advance reservation by noon the prior working day.

c. Demand Response: Trips that are provided with less than 24 hour advance notice depending upon driver/vehicle availability.

d. Stretcher: Non-emergency trips provided by stretcher or gurney. Non-sponsor Stretcher services are contracted. We can contract stretcher services for clients in excluded groups.

Coordinated transportation service is curb to curb. Specific transportation needs are included in Contracts, Purchase of Service Agreements, and Client Intake Forms. All trips must be preauthorized. Advance reservation is required by noon the prior working day. Transportation services can be scheduled Monday through Friday 8:00 a.m. - 4:30 p.m. with the exception of agency recognized holidays. Transportation service is provided twenty-four (24) hours a day - seven (7) days per week.

Reservations may be made by calling (850) 547-3688.

Tri-County Community Council, Inc. works within the counties of Santa Rosa, Walton, Holmes, and Washington in providing transportation services for out of service area medical trips and local discharges. Long distance trips are coordinated within the four-county area for reduction of costs, as well as eliminating several drivers/vehicles being at the same location at the same time. The local coordinating board has approved transportation services to Gainesville - South; Birmingham - North; Pensacola - West; and Jacksonville - East.

Service Area Description

Holmes County, located in northwest Florida on the northern edge of the panhandle, encompasses an area of 490 square miles or 313,728 acres. Boundaries include the State of Alabama on the north; Walton County on the west; Washington County on the south and east; and Jackson County on the east. Bonifay has been the county seat since 1905.

Washington County is in the central portion of the northwest panhandle of Florida and occupies a total land area of 597 square miles, consisting primarily of rolling terrain utilized for tree, crop and dairy farming. The County Seat is located in the City of Chipley. Holmes County borders north and west, Walton County on the west, Bay County on the south and Jackson County on the east and north.

Link to complete plan: Holmes-Washington County's Transportation Disadvantaged Service Plan

Okaloosa County

The Community Transportation Coordinator is Okaloosa County Board of County Commissioners.

They provide service as EC Rider Dial-A-Ride operated by MV Transportation.

Types, Hours, and Days of Service

Ambulatory, wheelchair and stretcher service are provided.

Dial-a-Ride service provides door to door pick-up and drop-off.

Normal vehicle operating hours are Monday - Friday, 5:00 A.M. to 11:00 P.M.; and Saturday 6:00 A.M. to 7:00 P.M. and Sunday 7:00 A.M. to 12:00 P.M.

Service is available 7 days a week/24 hours per day. After normal vehicle operating hours, service is limited to urgent transportation needs (Hospital discharges, urgent non-emergency medical care, etc.). Service must be arranged during normal office hours.

Reservations may be made by calling 850 833-9168 Monday through Friday 7:30 A.M. to 4:30 P.M. Reservations are closed on weekends and holidays.

Deviated Fixed-Route service is available in Crestview - Route 14, Ft. Walton Beach - Routes 1-5, Okaloosa Island - Route 20, Destin to Miramar Beach - Routes 30, 32, 33, and a North/South County Connector - Route 14, with service through Niceville.

Mandatory use of the deviated fixed route is required when it will satisfy the transit needs of the client and there are no contraindications of its use by the client.

Service Area Description

Okaloosa County has a total area of 1,082 square miles (935.63 square miles of land and 146.37 square miles of water). Okaloosa County, part of the Florida Panhandle, is bordered by the State

of Alabama to the north, Santa Rosa County to the west, Walton County to the east, and the Gulf of Mexico to the south.

Link to complete plan: Okaloosa County Transportation Disadvantaged Service Plan

Santa Rosa County

The Community Transportation Coordinator and operator is Tri-County Community Council Inc.

Types, Hours, and Days of Service

Coordinated transportation service is curb to curb. Specific transportation needs are included in Contracts, Purchase of Service Agreements, and Client Intake Forms. All trips must be pre-authorized. Advance reservation is requested by noon the prior working day. Santa Rosa Transportation services can be scheduled Monday through Friday 8:00 a.m. - 4:00 p.m. with the exception of agency recognized holidays. Transportation service is provided twenty-four (24) hours a day - seven (7) days per week.

These services are provided through either:

a. Advance Reservation: A trip request, which is reserved 1 to 30 days in advance dependent upon driver/vehicle availability. Each person can request 2 trips per day.

b. Demand Response: Trips that are provided with less than 24 hour advance notice are dependent upon driver/vehicle availability.

Acceptable para-transit demand response trips are normally for urgent care. All approved demand response trips are scheduled on driver/vehicle availability.

Reservations may be made by calling (850) 626-6806 Monday through Friday 7:30 A.M. to 4:30 P.M. Reservations are closed on weekends and holidays.

Service Area Description

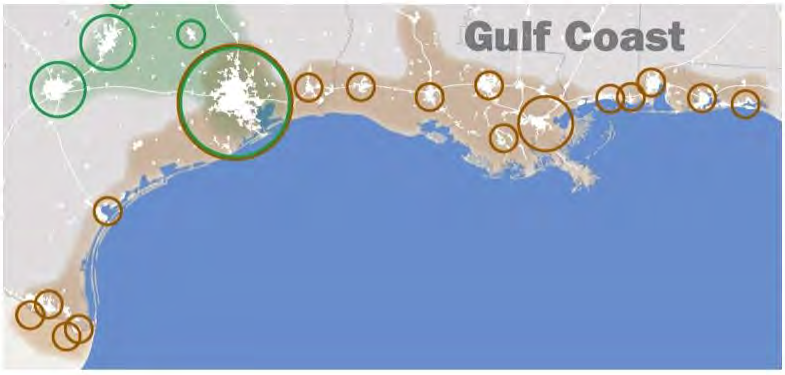
Santa Rosa County has a total area of 1,173.57 square miles (1,016.93 square miles of land and 156.65 square miles of water). Santa Rosa County is bordered by Alabama to the North, Escambia County to the West, Okaloosa County to the East, and the Gulf of Mexico to the South. The county seat is Milton, Florida.

Link to complete plan: Santa Rosa County Transportation Disadvantaged Service Plan

4.28 Emerging Mega Regions America 2050

The Regional Planning Administration (RPA) "operates in the interconnected 31-county New York-New Jersey-Connecticut metropolitan region." The RPA published the America 2050 Prospectus report in 2008. In that report, 10 emerging megaregions were identified. The Gulf Coast Megaregion spans the coastlines of Texas, Louisiana, Mississippi, Alabama, Northwest Florida with principal cities of Houston, New Orleans, and Baton Rouge (see Figure 4.3). The I-10 corridor is the obvious linkage for the Gulf Coast Megaregion. Megaregions highlight the need for multi-jurisdictional coordination both within the megaregion and the more rural areas between megaregions.

Figure 4.3 - Gulf Coast Megaregion



Houston, New Orleans, Baton Rouge plus Pensacola FL, Panama City FL, Mobile AL, Biloxi, AL, Gulfport AL, Lafayette, LA, Beaumont TX, Corpus Christi TX, Laredo TX, McAllen TX, Harlingen TX, Matamoras MX

Nazarene districts (6): Mexico North East, South Texas, Louisiana, MidSouth, Alabama South, Florida

Pop 2010: 13.4 million (4% of US)
Pop 2025: 16.3 million
Pop 2050: 23.7 million
Projected Pop Growth: 76% (around 10.2 million)

4% of US GDP

Source: america2050.org

4.29 Rural Areas of Opportunity, FL Department of Economic Opportunity

Rural Areas of Opportunity (RAO) are defined as rural communities, or a region composed of rural communities that have been adversely affected by extraordinary economic events or natural disasters. The Governor by executive order may designate up to three RAOs, which establishes each region as a priority assignment for Rural and Economic Development Initiative (REDI) agencies allow the Governor to waive criteria of any economic development incentive.

The following counties and communities are designated Rural Areas of Opportunity in Northwest Florida: Holmes; Washington; and the City of Freeport in Walton County.

4.30 Others

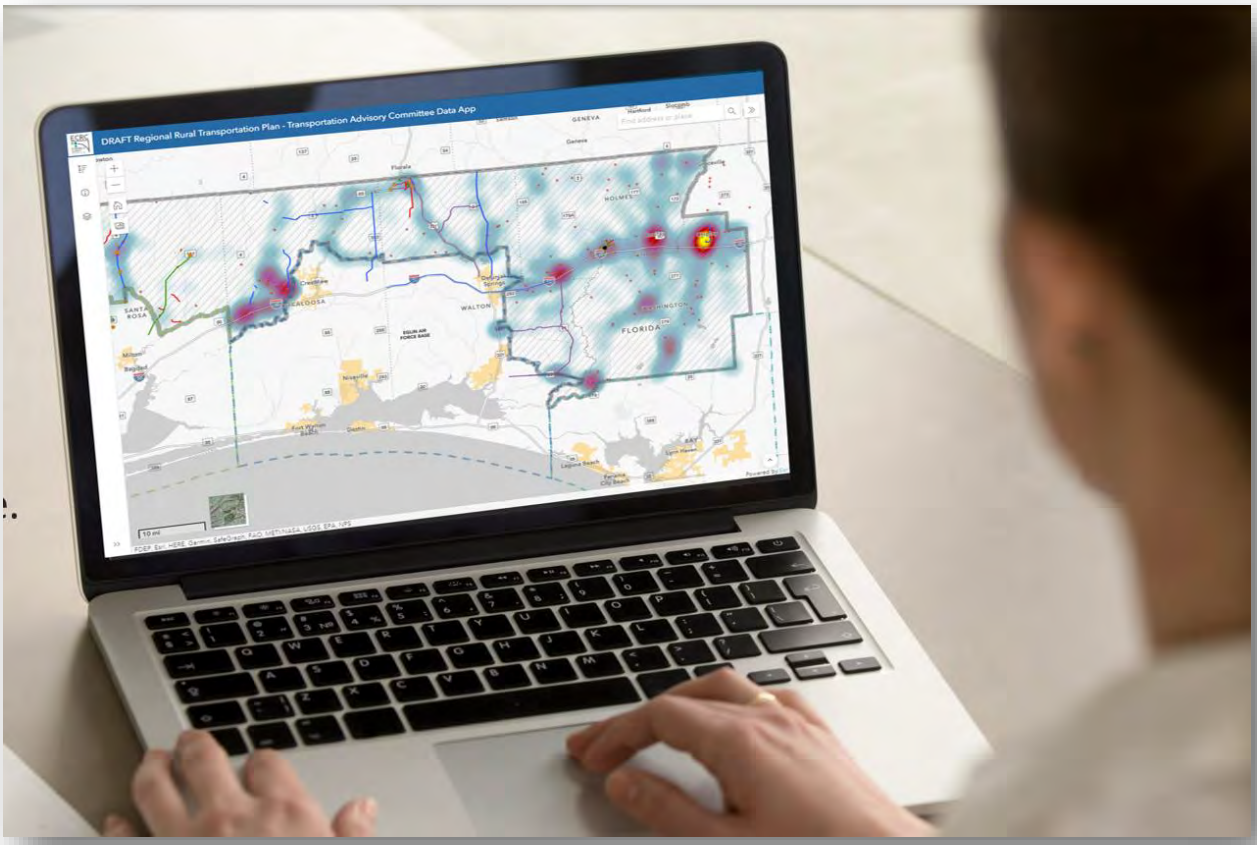
The following topics were also reviewed in development of the Regional Rural Transportation Plan. Relevant layers were included in the interactive mapping application.

- National Highway System
- Hurricane Evacuation Routes and Shelters
- Employment by Traffic Analysis Zones (Base Year 2010 and 2015)
- Population by Traffic Analysis Zones (Base Year 2010 and 2015)
- Community Traffic Coordinator's routes for employment and medical
- Fixed Route Bus Service outside the Metropolitan Planning Area Boundaries (if any)
- Park and Ride Lots
- Journey to Work Data
- Level of Service (LOS)

In addition, the Chambers of Commerce and each military installation were active participants in the development of the Regional Rural Transportation Plan. Although the military bases and the Chambers of Commerce do not have documents to share pertaining to the rural study area of this plan, they are both important entities in the region and provided valuable input in the development of the Regional Rural Transportation Plan.

5.0 Data Sources

The following data or GIS layers have been collected for utilization as sources in determining the needed projects for this study. Many of these layers have been made available in an interactive map, available at [www.ecrc.org/RRTPMAP.](www.ecrc.org/RRTPMAP)



The RRTP Interactive Map

5.1 Florida Department of Transportation (FDOT)

Systems Implementation Office

- SIS Adopted 5-Year Plan
  - SIS Adopted 5-Year Plan-Highway Point
  - SIS Adopted 5-Year Plan–Modal
  - SIS Adopted 5-Year Plan–Highway
  - SIS Adopted 5-Year Plan–Rail
- SIS Approved 2nd 5-Year Plan
  - SIS Approved 2nd 5-Year Plan - Highway Point
  - SIS Approved 2nd 5-Year Plan–Highway
- SIS 2029-2045 Long Range Cost Feasible Plan

  - SIS 2029-2045 Long Range CFP (PDC)–Point
  - SIS 2029-2045 Long Range CFP (PDC)–Line
- SIS Multi-Modal Unfunded Needs Plan
  - SIS 2045 Multi-Modal Unfunded Needs Plan-Point
  - SIS 2045 Multi-Modal Unfunded Needs Plan–Line

Transportation Data and Analytics (TDA) Office

- National Highway System
- Mile Markers
- Interchanges
- US Routes
- State Roads
- County Roads
- Pavement Condition
- Truck Volume
- Annual Average Daily Traffic
- Maximum Speed Limit
- Preliminary Context Classification
- Traffic Signal Locations
- Bridges
- Railroad Crossings
- Number of Lanes
- FDOT FHWA Smoothed Urban Boundaries
- LRS Routes with Measures
- Functional Classification

District 3 Work Program (Shapefiles from Corey Webb, D3 GIS Manager)

- D3 Work Program Adopted, FY 2022-2026

Other FDOT (Olen Pettis – Planning Supervisor, D3)

- LOS Update 2020

Other FDOT (Bryant Paulk – Urban Planning Manager, D3)

- Map 21 Bridges 2021 (5=less than good condition
  See http://fdotsourcebook.com/infrastructure/bridge-condition
  Pavement Rating (6.4 or less is considered deficient in the Rural Area)

5.2 Federal Highway Administration (FHWA)

- USA Freeway System - USA Freeway System
- National Bridge Inventory

5.3 Florida Department of Environmental Protection

- Florida Springs (2016)
- Florida Greenways and Trails System - Existing Trails

5.4 University of Florida GeoPlan Center

- GeoPlan Parks and Recreational Facilities in Florida - 2020
- GeoPlan Parks and Recreational Facilities Boundaries in Florida – 2020
- GeoPlan School Facilities (Public and Post-Secondary) in Florida – 2021
- 5 Year Vehicle Crash Fatalities
- 5 Year Vehicle Crash Density

5.5 Florida Division of Emergency Management/Statewide Regional Evacuation Study

- Shelters
- Evacuation Routes

5.6 Northwest Florida Regional Planning Model

- Traffic Analysis Zones (TAZs)
- Population Growth, 2015-2045
- Employment Growth, 2015-2045

5.7 U.S. Census Bureau

- Census 2020 Redistricting Incorporated Places
- Job Counts and Flows
- Top Worker Destinations from Rural County Areas

5.8 Transportation Planning Organizations

- Bay County TPO 2045 LRTP Needs and Cost-Feasible Plans
  - Bay 2045 Needs Plan
  - Bay 2045 Needs Plan - Corridor Buffers
  - Bay 2045 Cost Feasible Plan–Points
  - Bay 2045 Cost Feasible Plan
- Florida-Alabama 2045 LRTP Needs and Cost-Feasible Plans
  - Florida-Alabama 2045 Needs Plan
  - Florida-Alabama 2045 Cost Feasible Plan
- Okaloosa-Walton 2045 LRTP Needs and Cost-Feasible Plans
  - Okaloosa-Walton 2045 Needs Plan
  - Okaloosa-Walton 2045 Cost Feasible Plan
- Florida-Alabama, Okaloosa-Walton, and Bay County TPO Boundaries
- Rural Study Area
- Park & Ride Lots

- Regional Multi-Use Trail
- ECRC Rural Plan 2020 Phase I Implementation Projects

5.9 Bureau of Transportation Statistics

- National Bridge Inventory

5.10 Alabama Department of Transportation

- Alabama Projects
- Alabama AADT

5.11 Department of Economic Opportunity

- Rural Areas of Opportunity

6.0 Public Outreach

A Public Involvement Plan (PIP) was adopted in September of 2021 to guide public outreach throughout the project. At the same time, ECRC staff went on a tour to each local government within the project area and introduced the Regional Rural Transportation Project with emphasis on the necessity of local government involvement, timeline, outcomes, and deliverables. Most of these meetings were held during previously scheduled public meetings within the jurisdiction the team was visiting. The public was invited to these presentations and given the opportunity to ask questions, and open discussion was held with the local government board and staff. Local government partner outreach began in June of 2021 and has continued throughout the process.

ECRC Transportation Manager and ECRC Executive Director Presenting

The next phase of outreach was creating a cooperative planning platform for the rural area jurisdictions and adjacent Bay County to meet and discuss the Regional Rural Transportation Plan and area needs. The local governments were asked to appoint a member to serve on a Regional Rural Transportation Advisory Committee (TAC). Partners such as FDOT District 3, regional planning council staff (that also serve as staff to the TPOs), Alabama Department of Transportation, and other local government technical staff were also invited to serve as interested party members. The TAC was tasked with gathering input from the local governments, reviewing various grant applications, making recommendations to the ECRC Board, and assisting in bringing rural area local governments and program partners to the table to discuss needed improvements in both the overall rural project area and in their own communities.

The TAC began meeting in February of 2022 and will continue meeting to review the Regional Rural Transportation Priorities/Ranking, explore various grant opportunities, and collaborate on overall rural transportation needs. All TAC meetings were open to the public and held either online or in-person with an online component. Meetings were also recorded to give the public easy access. The in-person meetings were held in various community spaces throughout the project area. During every aspect of the project, a one-page project flyer was distributed within

the rural areas for use by chambers of commerce, economic development entities, local governments, and non-profit organizations.

Since the project kicked off, there has been continuous outreach to various transportation boards such as the Okaloosa Cooperative Board, Regional Bicycle and Pedestrian Committee, and Transportation Disadvantaged Boards. There have also been joint community meetings where the RRTP project was presented and various local community leaders (such as recreation and trail board members, non-profits, bicycle and pedestrian committee members, and economic development leaders) participated. The project was also presented at the annual Emerald Coast Regional Council Transportation Symposium.

Emerald Coast Transportation Symposium

A project webpage was established at the beginning of the project and will continue to be updated with relevant information including the adopted plan, project priorities, and an interactive map. The project webpage can be accessed at www.ecrc.org/RRTP.

7.0 Evaluation Criteria

After reviewing the information in Sections 4 and 5, an initial set of Evaluation Criteria was developed to rank the Needs Plan projects identified in Section 8. Based on the direction of FDOT, the following project categories and their related Evaluation Criteria were tailored to potential funding sources:

- Capacity
- Resurfacing
- Bridges
- Connectivity
- Safety
- Bike/Ped/Trails
- Park and Ride Lots
- Freight/Rail

A catch all "Other" category was also established for projects that could not be classified into one of the eight established categories. These "Other" projects were not ranked, however, FDOT is also interested in these projects to see if they can work with these Rural Areas to find non-traditional funding sources to implement these projects.

Each of the eight categories was assigned two evaluation criteria. The eight categories with their two evaluation criteria are listed below.

- Capacity
    - Facility Level of Service (LOS) – *What is the LOS of the project segment?*
    - Emergency Response – *Is the project on a hurricane evacuation route?*
- Resurfacing
    - Connectivity – *Does the project connect to an arterial or connector road?*
    - Average Annual Daily Traffic (AADT) – *What is the estimated daily traffic volume at the project location?*
- Bridges
    - Age – *Is the bridge over 50 years old?*
    - Deck Rating – *What is the bridge's deck, substructure, and superstructure rating?*
- Connectivity
    - SIS/STRAHNET – *Is the project located on the SIS and/or STRAHNET networks?*
    - Adjacent Projects – *Does the project connect to an ALDOT or TPO LRTP project?*
- Safety
    - Five Year Crash Rate – *What is the crash rate along or at the project location?*
    - Fatalities – *How many crash fatalities have occurred along or at the project location within the past 5 years?*

- Bike/Ped/Trails
    - Connectivity – *Does the project connect to an existing bike/ped or trail facility?*
    - Proximity to Parks, Recreational Facilities, Schools, and Emergency Services – *How close is the project to a park, recreational facility, school, or Emergency Services (Fire, Police, EMS/Ambulance Services, Hospitals)?*
- Park and Ride Lots
    - Journey to Work – *Is the project along a major or secondary highway, or a known commuter route?*
    - Population/Employment Growth – *Is the project within an area of positive population and/or employment growth?*
- Freight/Rail
    - Truck Traffic – *What percentage of the total AADT is truck traffic?*
    - Rural Areas of Opportunity – *Is the project within a Rural Area of Opportunity?*

Each project could receive a maximum of 2 points, dependent on its category's criteria and associated rating scale.

Since it was possible for multiple projects to have the same point totals, the following tie breakers were developed:

- Project included in the 2020 ECRC Rural Plan (Tier 1 tie breaker for all projects) – *projects included take priority*
- Project included in a Local Government Transportation Plan (Tier 2 tie breaker for all projects) – *projects included take priority*
- Project length (Tier 3 tie breaker for segment projects) – *shorter length takes priority*
- AADT or TAZ Population (Tier 3 tie breaker for point projects) – *higher AADT or TAZ population takes priority*

The Evaluation Criteria was presented to the Transportation Advisory Committee (TAC) on October 31, 2022 for a recommendation to the Emerald Coast Regional Council (ECRC) for approval. After some discussion, the TAC recommended that ECRC approve the Evaluation Criteria after adjusting the Proximity to Parks, Recreational Facilities, and Schools criteria under the Bike/Ped/Trails category to include a 2-mile buffer.

The ECRC approved the Evaluation Criteria on November 15, 2022 with the TAC recommendation included as well as the following changes: (1) add "Emergency Services (Fire, Police, EMS/Ambulance Services, Hospitals)" to proximity to Parks, Recreational Facilities, or Schools" criteria under the "Bike/Ped/Trails" category and (2) add Local Transportation Plan as the second tie breaker (See Table 7.1).

Figure 7.1 - Evaluation Criteria

Category and Criteria	Source Data	Criteria Rating Scale Lesser Benefit <--> Higher Benefit		
Capacity				
Facility Level of Service (LOS)	FDOT LOS 2020	0	0.5	1
What is the LOS of the project segment?		A-B	C	D-F
Emergency Response	FDEM/County Evacuation Routes	0	-	1
Is the project on a hurricane evacuation route?		No	-	Yes
Resurfacing				
Connectivity	FDOT/Local Functional Class	0	0.5	1
Does the project connect to an arterial or collector road?		Local	Collector	Arterial
Annual Average Daily Traffic (AADT)	FDOT AADT or local if available	0	0.5	1
What is the estimated daily traffic volume at the project location?		< 1,000	1,000 - 5,000	> 5,000
Bridges				
Age	Bureau of Transportation Statistics National Bridge Inventory	0	-	1
Is the bridge over 50 years old?		No	-	Yes
Deck Rating		0	0.5	1
What is the bridge's deck, substructure, and superstructure rating?		All "Good" or better	One "Less than Good"	Two or more "Less than Good"
Connectivity (Note: This category was not used due to projects being tied to potential funding sources)				
SIS/STRAHNET	FDOT SIS FHWA	0	-	1
Is the project located on the SIS and/or STRAHNET networks?		No	-	Yes
Adjacent Projects	ALDOT projects and LRTPs	0	-	1
Does the project connect to an ALDOT or TPO LRTP project?		No	-	Yes
Safety				
5-Year Crash Rate	Signal Four Analytics, Crashes 4/2017 - 3/2022	0	0.5	1
What is the crash rate along or at the project location?		Lowest	Mid-Range	Highest
Fatalities		0	0.5	1
How many crash fatalities have occurred along or at the project location within the past 5 years?		Zero	One to Three	More than Three

Category and Criteria	Source Data	Criteria Rating Scale Lesser Benefit <--> Higher Benefit		
Bike/Ped/Trails				
Connectivity	ECRC Regional Multi-Use Trail Network; FGDL Existing Recreational Trails	0	-	1
Does the project connect to an existing bike/ped or trail facility?		No	-	Yes
Proximity to Parks, Recreational Facilities, Schools, and Emergency Services	FGDL Parks & Recreational Facilities, School Facilities, and Emergency Facilities	0	0.5	1
How close is the project to a park, recreation facility, school, or Emergency Services (Fire, Police, EMS/Ambulance Services, Hospitals)?		>2 miles	>1-2 miles	0-1 mile
Park & Ride Lots				
Journey to Work	LEHD Origin-Destination Employment Statistics	0	-	1
Is the project along a major or secondary highway, or a known commuter route?		No	-	Yes
Population/Employment Growth	FDOT NWFL Regional Planning Model, 2015-2045	0	0.5	1
Is the project within an area of positive population and/or employment growth?		None	One	Both
Freight/Rail				
Truck Traffic	FDOT Truck Traffic	0	0.5	1
What percentage of the total AADT is truck traffic?		< 10%	10 - 20%	> 20%
Rural Areas of Opportunity	FDEO Rural Areas of Opportunity	0	-	1
Is the project within a Rural Area of Opportunity?		No	-	Yes
Other (Complete Streets, EV Stations, Landscaping, Stormwater, etc.)	*Not Ranked*			

Tie Breakers	
1. Rural Plan	ECRC 2020 Rural Plan
Projects included in the 2020 ECRC Rural Plan take priority.	
2. Local Transportation Plan	Local Government Transportation Plan
Projects included in a Local Government Transportation Plan take priority.	
3. Project Length (for segment projects)	Milepost or GIS-calculated
Shorter length takes priority (due to lower assumed cost).	
4. AADT or TAZ Population (for point projects)	FDOT or local AADT
Higher AADT or TAZ population takes priority.	Regional Planning Model

8.0 Needs Plan

Transportation needs within the Rural Study Area were collected from the Transportation Advisory Committee (TAC), through a call for projects to counties and jurisdictions, and via review of the previous Rural Plan. An interactive map, including relevant data layers, also assisted the TAC and ECRC staff in identifying areas for potential transportation improvements.

The adopted Ranking Criteria was used to analyze each project received, and points were assigned based on the Criteria Rating Scale. Draft project rankings were presented to the TAC on December 16th, 2022 and again on January 12th, 2023. During and between these meetings, the TAC was given the opportunity to recommend adjustments to their own county's project rankings.

The TAC recommended adoption of the Regional Rural Transportation Plan and the Project Priorities/Ranking List, with the addition of the unranked Washington County Rail Spur project, on February 8th, 2023. The TAC's recommendations were presented to the ECRC Board, and the ECRC Board approved the Regional Rural Transportation Plan and the Project Priorities/Ranking List on February 8th, 2023.

The following maps and tables present the approved and ranked Needs Plan projects for the entire Rural Study Area, and then break the projects down by county. Projects that cross multiple counties are included on each applicable county's list. Individual projects may be identified using the "GISID" in the tables and on the county/municipality-level maps contained herein, or via the interactive map at www.ecrc.org/RRTPMAP.

The first five overall study area projects (ranked 1-5) in each category are considered short-range needs (5-year) and the remainder are long-range needs (6 to 20-year). For categories with fewer than five projects (Park & Ride Lots and Freight), all projects are considered short-range. (See Tables 8.1 through 8.7.)

Note that funded projects within FDOT's Adopted FY 2022-2026 Work Program are not included in this Rural Needs Plan. (These funded projects are shown on Figure 8.1.)

Figure 8.1 - FDOT District 3 Adopted Work Program, FY 2022-2026

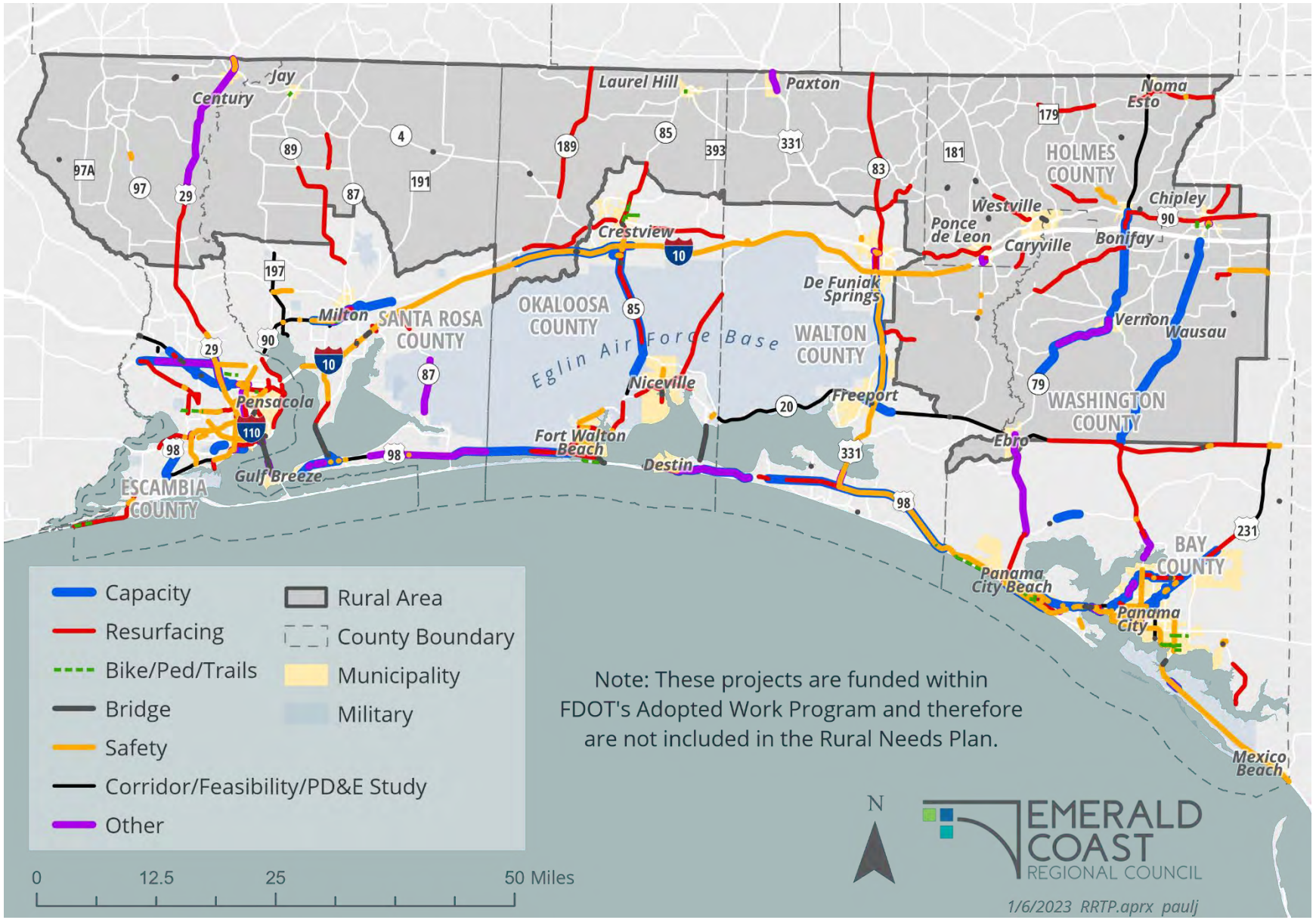


Figure 8.2 - Rural Needs Plan Projects – Regional Overview

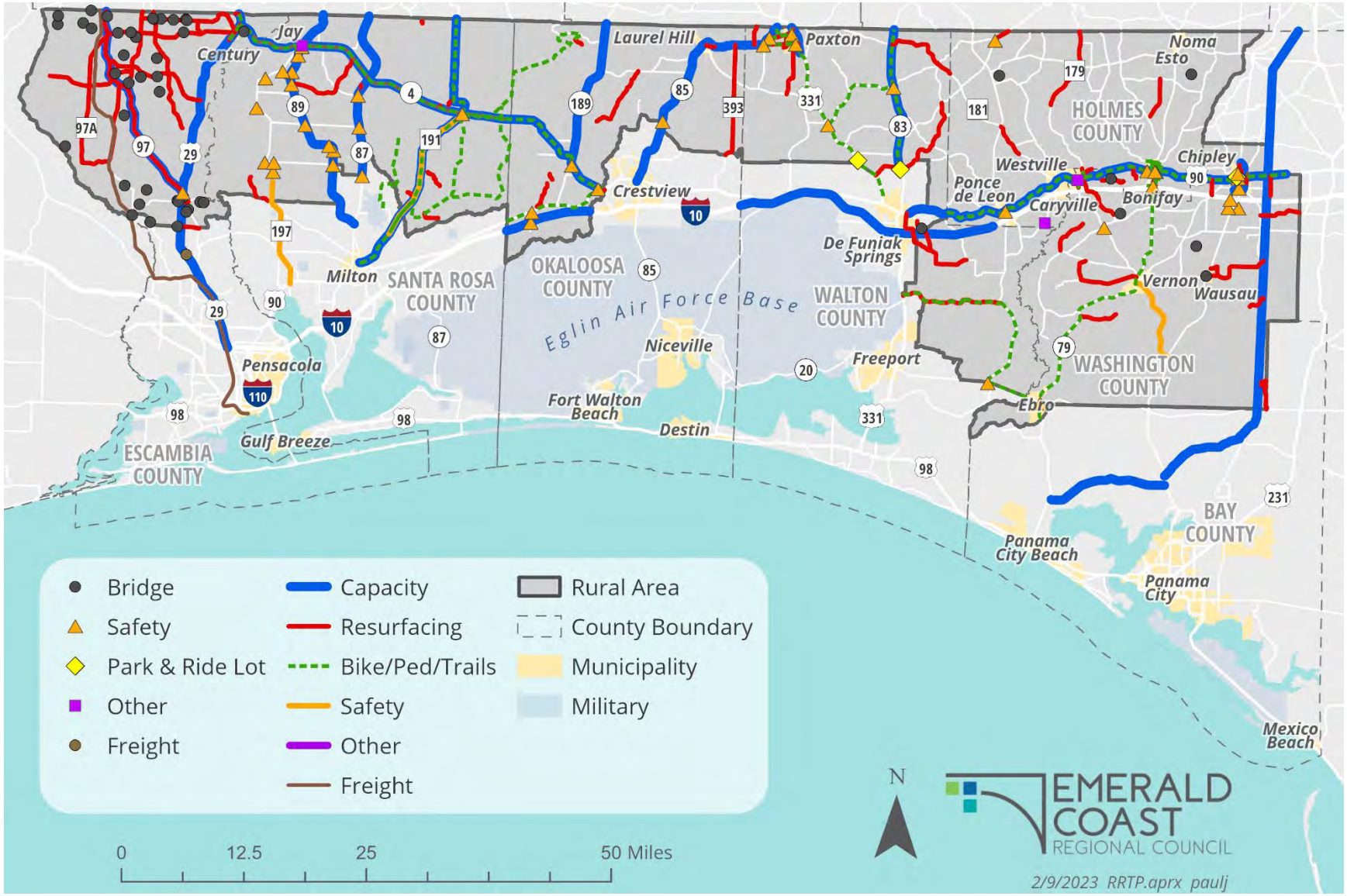


Table 8.1 - Capacity Projects

Rank	County	Roadway	From	To	Improvement	GISID
Short-Range Needs:						
1	Okaloosa	SR 4	SR 189	US 90 (Milligan) west of Crestview	Widen to 4 lanes	204
2	Escambia	US 29/FL-AL Connector	I-10	State Line	Widen to 6 lanes	515
3	Bay, Washington	I-10 Connector	Panama City	State Line	New 4 lane roadway	516
4	Walton	SR 83	Sunrise/CR 1883	SR 2	Widen to 4 lanes	164
5	Okaloosa	SR 189	SR 4	State Line	Widen to 4 lanes	510
Long-Range Needs:						
6	Escambia	SR 97	US 29	State Line	Widen to 4 lanes	506
7	Holmes, Washington	US 90	Holmes/Okaloosa County Line	Jackson County	Widen to 4 lanes	513
8	Escambia, Santa Rosa, Okaloosa	SR 4	US 29 (Century)	SR 189	Widen to 4 lanes	509
9	Walton	Paxton By-Pass	US 331	Alabama State Line	New 2 lane road	126
10	Walton	SR 83	SR 2	Alabama State Line	Widen to 4 lanes	205
11	Walton	US Hwy 90	CR 183 (Holmes County)	Dorsey Ave	Widen to 4 lanes	162
12	Okaloosa, Walton	SR 85	end of 4-lane N of Crestview	State Line	Widen to 4 lanes	511
13	Santa Rosa	SR 87	TPO Boundary	Alabama State Line	Widen to 4 lanes	129
14	Santa Rosa	SR 89	SR 87	State Line	Widen to 4 lanes	507
15	Santa Rosa	CR 191	SR 87	State Line	Widen to 4 lanes	508
16	Walton	Clear Springs Rd Extension	Paxton By-Pass	US 331	New 2 lane road	124
17	Okaloosa	I-10	County Line	Rural Area Boundary	Widen to 6 lanes	512
18	Walton	I-10	Okaloosa County	Holmes County	Widen to 6 lanes	163
19	Washington	SR 77 Bypass	Main St/SR 77	Main St/SR 77	New 4 lane bypass	15

Table 8.2 - Resurfacing Projects

Rank	County	Roadway	From	To	Improvement	GISID
Short-Range Needs:						
1	Escambia	US 29	Hwy 4	Town Limit	Resurfacing	12
2	Escambia	SR 97	CR 95A	Alabama State Line	Resurfacing	24
3	Walton	Rock Hill Rd	US 331	High Lonesome Rd	Resurfacing	308
4	Escambia	Hwy 164	Hwy 97	US 29	Resurfacing	35
5	Escambia	Hwy 168	Hwy 99	Hwy 4A	Resurfacing	42
Long-Range Needs:						
6	Washington	Singer Road	Silver Lake Rd	Hwy 20	Resurfacing	192
7	Escambia	Hwy 4	Hwy 97	Hwy 99	Resurfacing	44
8	Walton	Co Hwy 147	US 331	SR 85	Resurfacing	123
9	Escambia	State Line Rd	Town Limit	end	Resurfacing	13
10	Walton	CR 1883	SR 83	CR 183B	Resurfacing	219
11	Escambia	Hwy 182 (Molino Rd)	US 29	Hwy 95A	Resurfacing	27
12	Escambia	Hwy 196 (Barrineau Park Rd)	US 29	Hwy 95A	Resurfacing	32
13	Okaloosa	CR 393	Poverty Creek Road	SR 85	Resurfacing	87
14	Walton	Rock Hill Rd	High Lonesome Rd	Walton Bridge Rd	Resurfacing	309
15	Washington	Pecan St	US 90	E Church Ave	Resurfacing	18
16	Walton	Sunrise Rd	US 331	SR 83	Resurfacing	223
17	Washington	Aycock Ave	US 90	Church Ave	Resurfacing	7
18	Walton	CR 181E	SR 83	SR 2E	Resurfacing	208
19	Holmes	Moody Street	US 90	Banfill Ave	Resurfacing	237
20	Holmes	Dykes Street	Highway 90	Banfill Rd	Resurfacing	228
21	Holmes	Jernigan Avenue	Waukesha St	Clifford St	Resurfacing	241
22	Santa Rosa	Cotton Top Rd	Hwy 87 N	End	Resurfacing	158
23	Walton	CR 181E	SR 2E	Holmes County Line	Resurfacing	209
24	Holmes	Hightower Avenue	Waukesha St	Clifford St	Resurfacing	240
25	Walton	Perkins Rd	SR 85	AL State Line	Resurfacing	210
26	Walton	Cannon Drive	CR 147	Adams St	Resurfacing	96
27	Okaloosa	2nd Avenue	Steel Mill Creek Road	Highway 85	Resurfacing	203

Rank	County	Roadway	From	To	Improvement	GISID
28	Walton	Adams Street	CR 147	Clear Springs Rd	Resurfacing	97
29	Washington	Bennett Dr	E Church Ave	Glenwood Ave	Resurfacing	17
30	Washington	Martin Luther King Dr	Glenwood Ave	Hwy 77	Resurfacing	16
31	Washington	Pecan St	South Blvd	US 90	Resurfacing	19
32	Washington	Brown Street, Chipley	US 90	South Blvd	Resurfacing	176
33	Okaloosa	Ellis Road	US 90	Milligan Yellow River Park	Resurfacing	89
34	Washington	Church Ave	US 90	CR 279/Waits Ave	Resurfacing	6
35	Holmes	Clifford Street	Son in Law Rd	Waukesha St	Resurfacing	239
36	Holmes	Henry Grey Road	Highway 90	Sandpath Rd	Resurfacing	232
37	Escambia	Hwy 99	Hwy 97	Old Bratt Rd	Resurfacing	33
38	Washington	Hutchison Road	US 90	Hwy 277	Resurfacing	174
39	Holmes	CR 185	CR 2A	Alabama State Line	Resurfacing	225
40	Washington	Finch Circle, Wausau	Hwy 77	Pioneer Rd	Resurfacing	181
41	Walton	Florida Ave	Adams St	US 331 N	Resurfacing	98
42	Escambia	Hwy 4	Hwy 99	US 29	Resurfacing	45
43	Walton	Turner St	Adams St	US 331 N	Resurfacing	108
44	Washington	Wright's Creek/Hwy 179	US 90	Holmes County Line	Resurfacing	190
45	Washington	Sewell Farms Road, Chipley	US 90	Rock Hill Church Rd	Resurfacing	175
46	Walton	CR 280A	US 90	CR 280	Resurfacing	222
47	Escambia	Hwy 4A	Hwy 168	Hwy 4	Resurfacing	26
48	Escambia	Hwy 4A	US 29	Hwy 4A	Resurfacing	43
49	Escambia	Pine Barren Rd	State Line	Hwy 4	Resurfacing	28
50	Walton	Geohagen Circle	US 331 N	US 331 N	Resurfacing	102
51	Washington	Holmes Valley Road	Fanning Branch	Hwy 79	Resurfacing	184
52	Washington	River Road, Vernon	Douglass Ferry Rd	Brock Rd	Resurfacing	189
53	Washington	Corbin Road, Chipley	Orange Hill Rd	Jackson County Line	Resurfacing	180
54	Escambia	Hwy 99A	Hwy 97	Hwy 99	Resurfacing	40
55	Walton	CR 1883	CR 183B	CR 185	Resurfacing	220
56	Washington	St. Mary's Road	US 90	Bethel Rd	Resurfacing	185
57	Escambia	Hwy 99A	Hwy 97	Hwy 97A	Resurfacing	39
58	Washington	Creek Road	Hwy 79	Parrish Still Rd	Resurfacing	186

Rank	County	Roadway	From	To	Improvement	GISID
59	Walton	Pridgen Dr	US 331 N	End	Resurfacing	109
60	Washington	Pioneer Road	Hwy 77	Orange Hill Rd	Resurfacing	182
61	Escambia	Pine Barren Rd	Hwy 164	Hwy 4	Resurfacing	29
62	Holmes	CR 179	Pheil Lane	Alabama State Line	Resurfacing	233
63	Santa Rosa	Greenwood Rd (CR 164)	SR 89	SR 4	Resurfacing	130
64	Escambia	Pine Forest Rd	Hwy 99A	Hwy 97	Resurfacing	36
65	Walton	Vann Circle	US 331 N	US 331 N	Resurfacing	111
66	Walton	Rock Hill Rd	Walton Bridge Rd	SR 81	Resurfacing	310
67	Santa Rosa	TD Garrett Rd	Munson Hwy	End	Resurfacing	157
68	Washington	Wilson St	Church Ave	Monroe St	Resurfacing	8
69	Walton	Thomas Dr	Flowers Dr	CR 147	Resurfacing	107
70	Santa Rosa	Hutchins Rd	Munson Hwy	5000 ft	Resurfacing	153
71	Walton	Nance Rd	CR 147	Clear Springs Rd	Resurfacing	106
72	Washington	Old Bonifay Rd	Wright Creek Rd	County Line	Resurfacing	9
73	Walton	Grant St	Adams St	US 331 N	Resurfacing	112
74	Walton	Peach Tree St	Cannon Dr	Clear Springs Rd	Resurfacing	110
75	Walton	Clear Springs Rd	SR 85	US 331 N	Resurfacing	115
76	Washington	Parrish Still Road	Wilderness Rd	Creek Rd	Resurfacing	187
77	Escambia	Hwy 99	Hwy 97A	Hwy 97	Resurfacing	34
78	Holmes	CR 181	Minger Rd	Highway 81	Resurfacing	229
79	Holmes	Malcom Taylor Rd	Adolph Whitaker Rd	CR 160	Resurfacing	230
80	Escambia	Hwy 97A	Hwy 99	Hwy 97A	Resurfacing	37
81	Escambia	Hwy 99A	Hwy 97A	Pineville Rd	Resurfacing	41
82	Walton	Bear Bay Flats Rd	CR 2	CR 147	Resurfacing	105
83	Escambia	Pine Barren Rd	Bogia Rd	Hwy 164	Resurfacing	30
84	Walton	CR 280	DeFuniak Springs City Limits	CR 183S	Resurfacing	221
85	Okaloosa	Old River Road	Vinson Ray Rd	CR 2	Resurfacing	91
86	Escambia	Hwy 97A	Hwy 97A	Hwy 99A	Resurfacing	38
87	Walton	Paxton St	Florida Ave	End	Resurfacing	100
88	Walton	Walton St	Florida Ave	End	Resurfacing	101
89	Walton	McCarter St	Florida Ave	End	Resurfacing	99

Rank	County	Roadway	From	To	Improvement	GISID
90	Walton	Blackberry St	Adams St	End*	Resurfacing	114
91	Santa Rosa	Minnesota Ln	Amos Cabaniss Rd	End	Resurfacing	150
92	Walton	Covington St	Turner St	Grant St	Resurfacing	113
93	Walton	Bayview St	Peach Tree St	Adams St	Resurfacing	104
94	Santa Rosa	Crystal Ln	Arroyo Ln	Sellersville Rd	Resurfacing	155
95	Walton	Blueberry Dr	Cannon Dr	Bayview Dr	Resurfacing	103
96	Santa Rosa	Arroyo Ln	Sellersville Rd	1000 ft	Resurfacing	156
97	Walton	Co Hwy 147	Paxton By-Pass	US 331	Resurfacing	122
98	Santa Rosa	Sand Ditch Rd	Hosea Gillman Rd	Wiley Ates Rd	Resurfacing	151
99	Santa Rosa	George Cabaniss Rd	Amos Cabaniss Rd	End	Resurfacing	154
100	Okaloosa	West Dodson Road	Dodson Rd	Steele Rd	Resurfacing	92
101	Santa Rosa	Molino Bridge Rd	10 Mile Rd	Marion Way	Resurfacing	159
102	Okaloosa	Dowdy Road	Sandhill Tower Rd	Mormon Temple Rd	Resurfacing	88
103	Escambia	Pine Barren Rd	Bogia Rd	Dirt Portion	Resurfacing	31
104	Washington	Singer Road/Silver Lake Road	Wood Haven Rd	Wood Haven Rd	Resurfacing	193
105	Santa Rosa	Walther Rd	Indian Ford Rd	End	Resurfacing	152
106	Washington	Hartford Blvd	Washington Blvd	Orange Hill Rd	Resurfacing	198
107	Santa Rosa	Paulk Rd	Red Rock Rd	End	Resurfacing	161
108	Santa Rosa	Gin Rd	Molino Bridge Rd	Last Time Ln	Resurfacing	160
109	Washington	Sandpath Road, Bonifay	Holmes County Line	Wilcox Crossing Road	Resurfacing	173
110	Okaloosa	Bone Creek Road	Summertime Dr	Lighthouse Church Rd	Resurfacing	86
111	Escambia	Hwy 4A	Hwy 4A/State Line Rd	Hwy 168	Resurfacing	25

Table 8.3 - Bridge Projects

Rank	County	Bridge	Improvement	GISID
Short-Range Needs:				
1	Escambia	Schagg Road @ Branch of Jack's Branch	Bridge Replacement	57
2	Escambia	Schagg Road @ Jack's Branch	Bridge Replacement	46
3	Escambia	CR 99 @ Alligator Creek	Bridge Replacement	67
4	Escambia	CR 196 (Jack's Branch Road) @ Penasula Creek	Bridge Replacement	77
5	Escambia	Cedartown Road @ Wilder Branch	Bridge Replacement	68
Long-Range Needs:				
6	Escambia	Fairground Road @ Wilder Branch	Bridge Replacement	72
7	Escambia	Freedom Road Bridge Project	Bridge Replacement	11
8	Escambia	CR 4 @ Reedy Creek	Bridge Replacement	73
9	Escambia	CR 168 @ Reedy Creek	Bridge Replacement	69
10	Escambia	Breastworks Road @ Breastworks Creek	Bridge Replacement	59
11	Escambia	Pine Barren Road @ Unnamed Branch	Bridge Replacement	51
12	Escambia	CR 168 @ Hobbs Branch	Bridge Replacement	55
13	Escambia	CR164 @ Pine Barren Creek	Bridge Replacement	71
14	Escambia	Tungoil Road @ McDavid Creek	Bridge Replacement	48
15	Escambia	Chestnut Road @ Dry Creek	Bridge Replacement	64
16	Escambia	CR 182 @ Alligator Creek	Bridge Replacement	60
17	Escambia	Crabtree Church Road @ Alligator Creek	Bridge Replacement	54
18	Escambia	Rigby Road @ Beaver Dam Creek	Bridge Replacement	52
19	Escambia	CR 99A @ Little Pine Barren Creek	Bridge Replacement	49
20	Escambia	Still Road @ Pine Barren Creek	Bridge Replacement	65
21	Escambia	Lambert Bridge Road @ Pine Barren Creek	Bridge Replacement	70
22	Escambia	CR 99 @ Little Pine Barren Creek	Bridge Replacement	79
23	Escambia	Pineville Road @ Long Hollow Creek	Bridge Replacement	53
24	Escambia	Pineville Road @ Unnamed Branch	Bridge Replacement	58
25	Escambia	Rockaway Creek Road @ Rocky Branch	Bridge Replacement	74
26	Escambia	Rockaway Creek Road @ Unnamed Branch	Bridge Replacement	56
27	Escambia	Nokomis Road @ Brushy Creek	Bridge Replacement	50

Rank	County	Bridge	Improvement	GISID
28	Escambia	Pineville Road @ Jackson Springs Branch	Bridge Replacement	62
29	Escambia	CR 168 @ Unnamed Branch	Bridge Replacement	66
30	Escambia	Bet Raines Road @ Jacks Branch	Bridge Replacement	63
31	Escambia	CR 99 @ McDavid Creek	Bridge Replacement	80
32	Escambia	Lambert Bridge Road @ Little Pine Barren Creek	Bridge Replacement	47
33	Escambia	CR 182 @ Dry Creek	Bridge Replacement	83
34	Walton	CR 280 @ Bruce Creek (0.67 miles N of I-10)	Bridge Replacement	169
35	Washington	Sandpath Road @ Gum Creek	Bridge Replacement	289
36	Washington	CR 278 @ Unnamed Branch (Pioneer Road)	Bridge Replacement	285
37	Washington	Hard Labor Rd @ Hard Labor Creek	Bridge Replacement	284
38	Escambia	Wawbeek Road @ Unnamed Branch	Bridge Replacement	61
39	Escambia	Greenland Road @ Pine Barren Creek	Bridge Replacement	76
40	Escambia	CR 168 @ Unnamed Branch	Bridge Replacement	82
41	Holmes	Spring Valley Lane/Turberville Rd @ Wrights Creek Bridge	Bridge Replacement	227
42	Escambia	CR 4 @ Pine Barren Creek	Bridge Replacement	78
43	Escambia	CR 4 @ Beaver Dam Creek	Bridge Replacement	81
44	Holmes	Tanner Lane Bridge @ Fowler Branch	Bridge Replacement	231
45	Escambia	CR 196 @ Cowdevil Creek	Bridge Replacement	75
46	Washington	Bess Nook Road @ Gum Creek	Bridge Replacement	286

Table 8.4 - Safety Projects

Rank	County	Roadway	From	To	Improvement	GISID
Short-Range Needs:						
1	Washington	I-10 @ Main Street Chipley			Intersection Improvements	524
2	Washington	Hwy 20 @ Hwy 79			Intersection improvements	191
3	Escambia	US 29 and SR 97 @ Crabtree Rd			Intersection Improvements	517
4	Santa Rosa	Munson Highway	East Gate Rd	SR 4	Paved Shoulders	127
5	Holmes	US 90 @ SR 79 Bonifay			Intersection Improvements	523
Long-Range Needs:						
6	Okaloosa	SR 4 @ Galliver Cutoff			Intersection improvements	200
7	Santa Rosa	CR 87 N @ County Mill Rd			Intersection improvements	144
8	Okaloosa	US 90 @ SR 4 near Milligan			Intersection Improvements	519
9	Santa Rosa	SR 89 N @ CR 197 (Chumuckla Hwy)			Intersection improvements	135
10	Holmes	US 90 @ SR 81			Intersection Improvements	235
11	Santa Rosa	SR 89 N @ CR 178			Intersection improvements	133
12	Walton	Co Hwy 147 @ US 331			Intersection improvements	119
13	Walton	SR 20 E @ SR 81			Intersection improvements	213
14	Walton	SR 2 @ US 331 N			Intersection improvements	212
15	Washington	Main St @ US 90			Intersection improvements	196
16	Washington	SR 77 @ Old Bonifay Rd			Intersection improvements	20
17	Holmes	SR 79 @ Son in Law Rd/St John's Rd			Intersection Improvements	236
18	Holmes	Moody Street @ US 90			Intersection Improvements	238
19	Walton	SR 2 @ SR 83			Intersection improvements	211
20	Walton	Co Hwy 147 @ SR 85			Intersection improvements	118
21	Washington	Moss Hill Road	Hwy 77	Hwy 79	Paved Shoulders	183
22	Santa Rosa	SR 87 @ Allentown Rd (CR 182)			Intersection improvements	149
23	Okaloosa	US 90 @ 189 in Holt			Intersection Improvements	521
24	Washington	Falling Waters @ South Blvd			Intersection improvements	177
25	Santa Rosa	Alabama St (Hwy 89) @ Pine St			Intersection improvements	132
26	Santa Rosa	Alabama St (Hwy 89) @ Escambia Ave			Intersection improvements	131
27	Washington	State Park Road @ Falling Waters			Intersection improvements	178

Rank	County	Roadway	From	To	Improvement	GISID
28	Washington	State Park Road @ Hwy 77			Intersection improvements	179
29	Holmes	US 90 @ school entrance			Intersection improvements	234
30	Santa Rosa	CR 87 N @ CR 178			Intersection improvements	143
31	Okaloosa	SR 85 @ Bill Lundy Rd			Intersection improvements	199
32	Santa Rosa	CR 197 (Chumuckla Hwy)	SR 10 (US 90)	Fox Pond Trl	Paved Shoulder	128
33	Santa Rosa	CR 197 (Chumuckla Hwy) @ CR 182			Intersection improvements	148
34	Santa Rosa	CR 182 @ Salter Rd			Intersection improvements	145
35	Santa Rosa	CR 197 (Chumuckla Hwy) @ Morristown Rd			Intersection improvements	140
36	Santa Rosa	CR 197 (Chumuckla Hwy) @ Spring St			Intersection improvements	139
37	Santa Rosa	SR 89 N @ Greenwood Rd			Intersection improvements	134
38	Okaloosa	I-10 @ 189 near Holt			Intersection Improvements	520
39	Walton	Clear Springs Rd @ US 331			Intersection improvements	116
40	Walton	Clear Springs Rd @ SR 85			Intersection improvements	117
41	Santa Rosa	Mineral Springs Rd @ Chumuckla Hwy			Intersection Improvements	518
42	Washington	Pate Pond @ Douglas Ferry			Intersection improvements	188
43	Santa Rosa	CR 197 (Chumuckla Hwy) @ Salter Rd			Intersection improvements	141
44	Santa Rosa	SR 89 @ Allentown Rd (CR 182)			Intersection improvements	147
45	Santa Rosa	SR 89 N @ Penton Rd			Intersection improvements	137
46	Santa Rosa	SR 89 N @ Dustry Tr/Daisy Ln			Intersection improvements	138
47	Holmes	CR 185 @ CR 2A			Intersection improvements	226
48	Santa Rosa	SR 4 @ Munson Hwy			Intersection improvements	146

Table 8.5 - Bike/Ped/Trail Projects

Rank	County	Roadway	From	To	Improvement	GISID
Short-Range Needs:						
1	Washington	US 90	East end of bridge	Caryville limits	Bike paths	1
2	Okaloosa	US 90	Okaloosa County Line	TPO Boundary	Multi-Use Path	201
3	Okaloosa	SR 4	SR 189 in Baker	US 90	Multi-Use Path	202
4	Santa Rosa	CR 191	SR 87	State Line	Shared-Use Path	529
5	Holmes, Washington	US 90	Holmes/Okaloosa County Line	Jackson County Line	Shared-Use Nonmotorized (SUN) Trail Network	504
Long-Range Needs:						
6	Escambia, Santa Rosa, Okaloosa	SR 4	US 29 (Century)	SR 189	Shared-Use Path	530
7	Walton	Clear Springs Rd	US 331	SR 85	Bike/Ped Feasibility Study	217
8	Walton	Lake Jackson Multi-Use Trail	County Line	Lake Drive	Multi-Use Trail	120
9	Washington	Waits Ave (279)	US 90	Caryville limits	Sidewalks or bike paths	2
10	Walton	US 331 N	Paxton By-Pass	Alabama State Line	Bike/Ped Feasibility Study	125
11	Washington	Wrights Creek Road (179)	US 90	Holmes County Line	Sidewalks or bike paths	3
12	Santa Rosa	Multiple	NAS Whiting Field/Eastgate Rd	Stockade Rd	Multi-Use Trail	501
13	Washington, Holmes	SR 79	Washington County Line	Bonifay/US 90	Multi-Use Trail	503
14	Santa Rosa, Okaloosa	Multiple	Blackwater Heritage Trail	Hwy C180	Multi-Use Trail	502
15	Walton	Adams Street Roadway & Pedestrian Improvements	Clear Springs Rd	Co Hwy 147 W	Sidewalk	95

Rank	County	Roadway	From	To	Improvement	GISID
16	Walton	Cannon Drive Roadway & Pedestrian Improvements	Co Hwy 147 W	Adams St	Sidewalk	94
17	Walton	Co Hwy 147	US 331	SR 85	Bike/Ped Feasibility Study	215
18	Walton	Rock Hill Rd	US 331	High Lonesome Rd	Bike/Ped Feasibility Study	172
19	Walton	SR 81	Rock Hill Road	SR 20	Bike/Ped Feasibility Study	171
20	Walton	US Hwy 331 N	Paxton By-Pass	Coy Burgess Connector	Multi-Use Trail	22
21	Holmes	Main Street	Banfill Ave	W Pennsylvania Ave	Sidewalk	292
22	Holmes	Martin St.	Evans St	W. Pennsylvania Ave	Sidewalk	290
23	Holmes	Moore Ln	Hubbard St	Magnolia St	Sidewalk	279
24	Holmes	Taylor St	W. Minnesota Ave	W Montana Ave	Sidewalk	258
25	Holmes	Still St	Banfill Ave	Anderson St	Sidewalk	255
26	Holmes	Cook St	Moody St	SR 79	Sidewalk	275
27	Holmes	S. Varner St	US 90	End	Sidewalk	295
28	Holmes	S. Oklahoma St	US 90	End	Sidewalk	294
29	Holmes	Caldwell Ave	Weeks St	Scenic Hill Circle	Sidewalk	297
30	Holmes	Armstrong St	US 90	Mckinnon Ave	Sidewalk	307
31	Holmes	Mathusehek St	US 90	Mckinnon Ave	Sidewalk	306
32	Holmes	Midway Street	W. Pennsylvainia	J. Harvey Etheridge	Sidewalk	293
33	Holmes	Creswell St	Caldwell Ave	East Brock Ave	Sidewalk	298
34	Holmes	Holmes Ave	McGee Rd	SR 79	Sidewalk	281
35	Holmes	Telfair St	W Pennsylvania Ave	W Iowa Ave	Sidewalk	252
36	Holmes	Moore Ave	S. Waukesha St	End	Sidewalk	296
37	Holmes	Arretta St	Anderson St	N. Caryville Rd.	Sidewalk	254
38	Holmes	Moody St	US 90	Banfill Ave	Sidewalk	260
39	Holmes	J. Harvey Etheridge St.	W. Pennsylvania Ave	W Iowa Ave	Sidewalk	291

Rank	County	Roadway	From	To	Improvement	GISID
40	Holmes	Jernigan Ave	SR 79	Clifford Street	Sidewalk	302
41	Holmes	Stewart St	Banfill Ave	W. Hwy 90	Sidewalk	305
42	Holmes	Byrd Ave	SR 79	S. Weeks St	Sidewalk	280
43	Holmes	McKinley Dr	CR 173	CR 173	Sidewalk	282
44	Holmes	Dena-Rob Rd	Weeks St	End	Sidewalk	283
45	Holmes	Judah St	Clifford St	Weeks St	Sidewalk	278
46	Holmes	Hightower Ave	SR 79	Clifford Street	Sidewalk	303
47	Holmes	Son-in-Law Rd	SR79	Clifford Street	Sidewalk	304
48	Walton	SR 83	Sunrise/CR 1883	SR 2	Multi-Use Trail	21
49	Holmes	Redbird Rd	Banfill Ave	N McGee Rd	Sidewalk	261
50	Holmes	McLaughlin Ave	Arretta St	Telefair St	Sidewalk	268
51	Holmes	Cotton St	McLaughlin Ave	End	Sidewalk	253
52	Washington	West Blvd	South Blvd	Jackson Ave	Sidewalk	14
53	Holmes	Hamlin St	W Iowa Ave	W Montana Ave	Sidewalk	249
54	Holmes	MLK Blvd	SR 79	Pine St	Sidewalk	262
55	Holmes	Virginia Ave	J Harvey Etheridge	Pine St	Sidewalk	265
56	Holmes	N Caryville Rd	Arretta St	W. North Ave	Sidewalk	256
57	Holmes	Scenic Hill Circle	E. Brock Ave	S Weeks St	Sidewalk	299
58	Holmes	Evans Ave	Main St	Pine St	Sidewalk	264
59	Holmes	McKinnon Ave	Edison St	SR 79	Sidewalk	276
60	Holmes	Tracy St	W Iowa Ave	W North Ave	Sidewalk	250
61	Holmes	Iowa Ave	Tracy St	Pine St	Sidewalk	267
62	Holmes	Depot St	Banfill Ave	Folmar St	Sidewalk	259
63	Holmes	Wisconsin Ave	Rangeline St	Hubbard St	Sidewalk	272
64	Holmes	Minnesota Ave	Hubbard St	N Rangeline St	Sidewalk	273
65	Holmes	Kansas Ave	Arretta St	Varner St	Sidewalk	269
66	Holmes	Rangeline St	McLaughlin Ave	W North Ave	Sidewalk	248
67	Santa Rosa	Booker Ln	Hwy 4	Spring St	Sidewalk	84
68	Holmes	Pennsylvania Ave	Telfair Ave	Pine St	Sidewalk	263
69	Holmes	Montana Ave	Hubbard St	End	Sidewalk	274
70	Holmes	St. Johns Rd	SR 79	Jenkins Road	Sidewalk	301

Rank	County	Roadway	From	To	Improvement	GISID
71	Holmes	Indiana Ave	N. Caryville Rd.	Hubbard St	Sidewalk	270
72	Holmes	Brock Ave	McGee Rd	Chance Rd	Sidewalk	277
73	Holmes	Nebraska Ave	J Harvey Etheridge	Bonifay Chipley Rd	Sidewalk	266
74	Holmes	Varner St	Evans	CR 173	Sidewalk	246
75	Holmes	Michigan Ave	Cul-de-sac end of W. Michigan	French Drive	Sidewalk	271
76	Holmes	Clifford St	Son in Law Rd	SR 79	Sidewalk	257
77	Holmes	State St	MLK Avenue	CR 173 (less portions undeveloped)	Sidewalk	245
78	Holmes	Weeks St	Judah Street	US 90	Sidewalk	247
79	Holmes	Oklahoma St	US 90	E North Ave	Sidewalk	251
80	Holmes	Hubbard St	US 90	CR 173	Sidewalk	243
81	Walton	SR 2	SR 83	US 331	Bike/Ped Feasibility Study	166
82	Walton	SR 20 E	Washington County	SR 81	Bike/Ped Feasibility Study	170
83	Holmes	E North Ave	Hubbard St	Sylvanhurst Dr	Sidewalk	300
84	Washington	Church Ave, Railroad Ave, US 90, 5th St, Main St, 7th St, MLK	See Notes	See Notes	Sidewalk Improvements	194
85	Walton	SR 83	SR 2	Alabama State Line	Multi-use trail	214
86	Walton	Co Hwy 147	Paxton By-Pass	US 331	Bike/Ped Feasibility Study	216
87	Escambia	US 29	S Town Limit	N Town Limit	Pedestrian Striping, Caution Signs	10
88	Walton	Rock Hill Rd	Walton Bridge Rd	SR 81	Bike/Ped Feasibility Study	207
89	Holmes	Waukesha St	County Line (Pipkin Rd or South City Limits)	CR 173	Sidewalk	244
90	Walton	Rock Hill Rd	High Lonesome Rd	Walton Bridge Rd	Bike/Ped Feasibility Study	206

Table 8.6 - Park & Ride Lot Projects

Rank	County	Roadway	Improvement	GISID
Short-Range Needs:				
1	Walton	SR 83 near Sunrise Road	New Park & Ride Lot	527
2	Walton	US 331 near King Lake Road	New Park & Ride Lot	526
3	Washington	N 4th St @ N Railroad Ave	Parking Lot	197

Table 8.7 - Freight Projects

Rank	County	Roadway/Location	From	To	Improvement	GISID
Short-Range Needs:						
1	Santa Rosa	SR 4	Escambia County Line	Okaloosa County Line	Freight Study	525
2	Escambia	US 29 near Pinoak Lane			Commercial truck parking	528
3	Escambia	AL and Gulf Coast Rail			Track and Tie Rehabilitation	514
NR*	Washington	Washington County Industrial Park			Rail Spur	311

**Not Ranked. (Project was added at plan adoption and will be ranked during the next plan update)*

Table 8.8 - Other Projects (Not Ranked)

County	Roadway	From	To	Improvement	GISID
Washington	US 90 @ 4436 Old Spanish Trail (Town Hall)			Storm drain needed on US 90, drains onto Town Hall at 4436 Old Spanish Trail, entrance sidewalk under several inches of water in heavy rain.	4
Washington	US 90 @ 4419 Old Spanish Trail (Pate Farms Market)			Storm drain needed on US 90, drains onto Pate Farms Market at 4419 Old Spanish Trail, front parking area under several inches of water in heavy rain.	5
Santa Rosa	Hwy 4 @ Hwy 89			Electric Vehicle Charging Station	85
Washington	Main Street and Railroad Ave	5th/Church	7th/US 90	Landscaping	195
Walton				Bike/Pedestrian Study for RRTP Overall Area	218
Holmes	CR 181C @ Coon Bottom Rd			Culvert Replacement	224

Figure 8.3 - Rural Needs Plan Projects - Escambia County and Local Governments

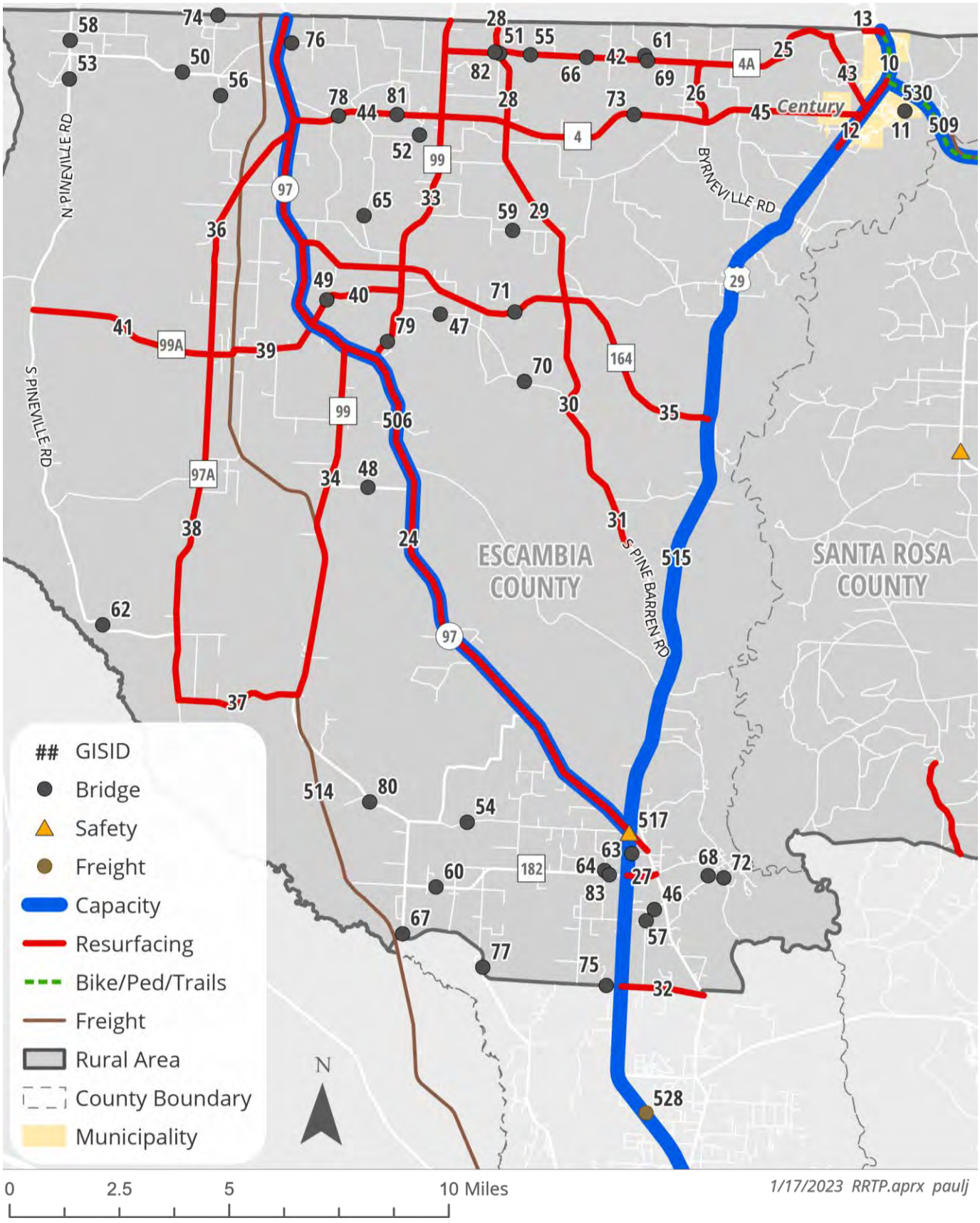


Table 8.9 - Escambia County and Local Government Ranked Projects by Category

CAPACITY						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Century, Escambia County	US 29/FL-AL Connector	I-10	State Line	Widen to 6 lanes	515
2	Escambia County	SR 97	US 29	State Line	Widen to 4 lanes	506
3	Century, Jay; Escambia, Santa Rosa, Okaloosa Counties	SR 4	US 29 (Century)	SR 189	Widen to 4 lanes	509
RESURFACING						
Rank	**Jurisdiction**	**Project**	**From**	**To**	**Improvement**	**GISID**
1	Century	US 29	Hwy 4	Town Limit	Resurfacing	12
2	Escambia County	SR 97	CR 95A	Alabama State Line	Resurfacing	24
3	Escambia County	Hwy 164	Hwy 97	US 29	Resurfacing	35
4	Escambia County	Hwy 168	Hwy 99	Hwy 4A	Resurfacing	42
5	Escambia County	Hwy 4	Hwy 97	Hwy 99	Resurfacing	44
6	Century	State Line Rd	Town Limit	end	Resurfacing	13
7	Escambia County	Hwy 182 (Molino Rd)	US 29	Hwy 95A	Resurfacing	27
8	Escambia County	Hwy 196 (Barrineau Park Rd)	US 29	Hwy 95A	Resurfacing	32
9	Escambia County	Hwy 99	Hwy 97	Old Bratt Rd	Resurfacing	33
10	Century, Escambia County	Hwy 4	Hwy 99	US 29	Resurfacing	45
11	Escambia County	Hwy 4A	Hwy 168	Hwy 4	Resurfacing	26
12	Century, Escambia County	Hwy 4A	US 29	Hwy 4A	Resurfacing	43
13	Escambia County	Pine Barren Rd	State Line	Hwy 4	Resurfacing	28
14	Escambia County	Hwy 99A	Hwy 97	Hwy 99	Resurfacing	40
15	Escambia County	Hwy 99A	Hwy 97	Hwy 97A	Resurfacing	39
16	Escambia County	Pine Barren Rd	Hwy 164	Hwy 4	Resurfacing	29
17	Escambia County	Pine Forest Rd	Hwy 99A	Hwy 97	Resurfacing	36

18	Escambia County	Hwy 99	Hwy 97A	Hwy 97	Resurfacing	34
19	Escambia County	Hwy 97A	Hwy 99	Hwy 97A	Resurfacing	37
20	Escambia County	Hwy 99A	Hwy 97A	Pineville Rd	Resurfacing	41
21	Escambia County	Pine Barren Rd	Bogia Rd	Hwy 164	Resurfacing	30
22	Escambia County	Hwy 97A	Hwy 97A	Hwy 99A	Resurfacing	38
23	Escambia County	Pine Barren Rd	Bogia Rd	Dirt Portion	Resurfacing	31
24	Escambia County	Hwy 4A	Hwy 4A/State Line Rd	Hwy 168	Resurfacing	25

BRIDGES

Rank	Jurisdiction	Bridge	Improvement	GISID
1	Escambia County	Schagg Road @ Branch of Jack's Branch	Bridge Replacement	57
2	Escambia County	Schagg Road @ Jack's Branch	Bridge Replacement	46
3	Escambia County	CR 99 @ Alligator Creek	Bridge Replacement	67
4	Escambia County	CR 196 (Jack's Branch Road) @ Penasula Creek	Bridge Replacement	77
5	Escambia County	Cedartown Road @ Wilder Branch	Bridge Replacement	68
6	Escambia County	Fairground Road @ Wilder Branch	Bridge Replacement	72
7	Century	Freedom Road Bridge Project	Bridge Replacement	11
8	Escambia County	CR 4 @ Reedy Creek	Bridge Replacement	73
9	Escambia County	CR 168 @ Reedy Creek	Bridge Replacement	69
10	Escambia County	Breastworks Road @ Breastworks Creek	Bridge Replacement	59
11	Escambia County	Pine Barren Road @ Unnamed Branch	Bridge Replacement	51
12	Escambia County	CR 168 @ Hobbs Branch	Bridge Replacement	55
13	Escambia County	CR164 @ Pine Barren Creek	Bridge Replacement	71
14	Escambia County	Tungoil Road @ McDavid Creek	Bridge Replacement	48
15	Escambia County	Chestnut Road @ Dry Creek	Bridge Replacement	64
16	Escambia County	CR 182 @ Alligator Creek	Bridge Replacement	60
17	Escambia County	Crabtree Church Road @ Alligator Creek	Bridge Replacement	54
18	Escambia County	Rigby Road @ Beaver Dam Creek	Bridge Replacement	52
19	Escambia County	CR 99A @ Little Pine Barren Creek	Bridge Replacement	49
20	Escambia County	Still Road @ Pine Barren Creek	Bridge Replacement	65
21	Escambia County	Lambert Bridge Road @ Pine Barren Creek	Bridge Replacement	70
22	Escambia County	CR 99 @ Little Pine Barren Creek	Bridge Replacement	79

23	Escambia County	Pineville Road @ Long Hollow Creek			Bridge Replacement	53
24	Escambia County	Pineville Road @ Unnamed Branch			Bridge Replacement	58
25	Escambia County	Rockaway Creek Road @ Rocky Branch			Bridge Replacement	74
26	Escambia County	Rockaway Creek Road @ Unnamed Branch			Bridge Replacement	56
27	Escambia County	Nokomis Road @ Brushy Creek			Bridge Replacement	50
28	Escambia County	Pineville Road @ Jackson Springs Branch			Bridge Replacement	62
29	Escambia County	CR 168 @ Unnamed Branch			Bridge Replacement	66
30	Escambia County	Bet Raines Road @ Jacks Branch			Bridge Replacement	63
31	Escambia County	CR 99 @ McDavid Creek			Bridge Replacement	80
32	Escambia County	Lambert Bridge Road @ Little Pine Barren Creek			Bridge Replacement	47
33	Escambia County	CR 182 @ Dry Creek			Bridge Replacement	83
34	Escambia County	Wawbeek Road @ Unnamed Branch			Bridge Replacement	61
35	Escambia County	Greenland Road @ Pine Barren Creek			Bridge Replacement	76
36	Escambia County	CR 168 @ Unnamed Branch			Bridge Replacement	82
37	Escambia County	CR 4 @ Pine Barren Creek			Bridge Replacement	78
38	Escambia County	CR 4 @ Beaver Dam Creek			Bridge Replacement	81
39	Escambia County	CR 196 @ Cowdevil Creek			Bridge Replacement	75
SAFETY						
Rank	**Jurisdiction**	**Roadway**			**Improvement**	**GISID**
1	Escambia County	US 29 and SR 97 @ Crabtree Rd			Intersection Improvements	517
BIKE/PED/TRAILS						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Century, Jay; Escambia, Santa Rosa, Okaloosa Counties	SR 4	US 29 (Century)	SR 189	Shared-Use Path	530
2	Century	US 29	S Town Limit	N Town Limit	Pedestrian Striping, Caution Signs	10

FREIGHT				
Rank	**Jurisdiction**	**Roadway**	**Improvement**	**GISID**
1	Escambia County	US 29 near Pinoak Lane	Commercial truck parking	528
2	Escambia County	AL and Gulf Coast Rail	Track and Tie Rehabilitation	514

Figure 8.4 - Rural Needs Plan Projects - Santa Rosa County and Local Governments

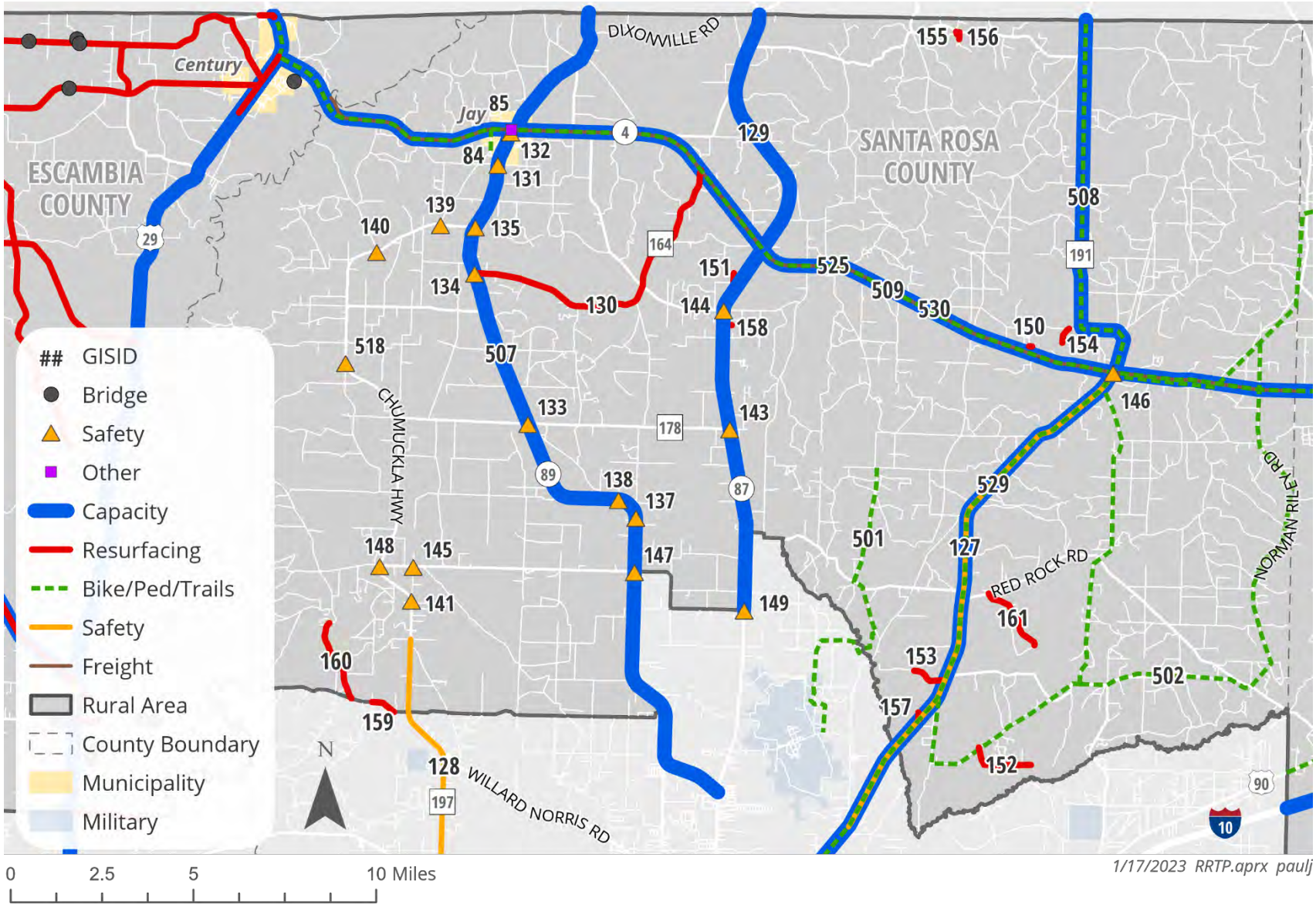


Table 8.10 - Santa Rosa County and Local Government Ranked Projects by Category

CAPACITY						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Century, Jay; Escambia, Santa Rosa, Okaloosa Counties	SR 4	US 29 (Century)	SR 189	Widen to 4 lanes	509
2	Santa Rosa County	SR 87	TPO Boundary	Alabama State Line	Widen to 4 lanes	129
3	Jay, Santa Rosa County	SR 89	SR 87	State Line	Widen to 4 lanes	507
4	Santa Rosa County	CR 191	SR 87	State Line	Widen to 4 lanes	508
RESURFACING						
Rank	**Jurisdiction**	**Project**	**From**	**To**	**Improvement**	**GISID**
1	Santa Rosa County	Cotton Top Rd	Hwy 87 N	End	Resurfacing	158
2	Santa Rosa County	Greenwood Rd (CR 164)	SR 89	SR 4	Resurfacing	130
3	Santa Rosa County	TD Garrett Rd	Munson Hwy	End	Resurfacing	157
4	Santa Rosa County	Hutchins Rd	Munson Hwy	5000 ft	Resurfacing	153
5	Santa Rosa County	Minnesota Ln	Amos Cabaniss Rd	End	Resurfacing	150
6	Santa Rosa County	Crystal Ln	Arroyo Ln	Sellersville Rd	Resurfacing	155
7	Santa Rosa County	Arroyo Ln	Sellersville Rd	1000 ft	Resurfacing	156
8	Santa Rosa County	Sand Ditch Rd	Hosea Gillman Rd	Wiley Ates Rd	Resurfacing	151
9	Santa Rosa County	George Cabaniss Rd	Amos Cabaniss Rd	End	Resurfacing	154
10	Santa Rosa County	Molino Bridge Rd	10 Mile Rd	Marion Way	Resurfacing	159
11	Santa Rosa County	Walther Rd	Indian Ford Rd	End	Resurfacing	152
12	Santa Rosa County	Paulk Rd	Red Rock Rd	End	Resurfacing	161
13	Santa Rosa County	Gin Rd	Molino Bridge Rd	Last Time Ln	Resurfacing	160

SAFETY						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Santa Rosa County	Munson Highway	East Gate Rd	SR 4	Paved Shoulders	127
2	Santa Rosa County	CR 87 N @ County Mill Rd			Intersection improvements	144
3	Santa Rosa County	SR 89 N @ CR 197 (Chumuckla Hwy)			Intersection improvements	135
4	Santa Rosa County	SR 89 N @ CR 178			Intersection improvements	133
5	Santa Rosa County	SR 87 @ Allentown Rd (CR 182)			Intersection improvements	149
6	Jay	Alabama St (Hwy 89) @ Pine St			Intersection improvements	132
7	Jay	Alabama St (Hwy 89) @ Escambia Ave			Intersection improvements	131
8	Santa Rosa County	CR 87 N @ CR 178			Intersection improvements	143
9	Santa Rosa County	CR 197 (Chumuckla Hwy)	SR 10 (US 90)	Fox Pond Trl	Paved Shoulder	128
10	Santa Rosa County	CR 197 (Chumuckla Hwy) @ CR 182			Intersection improvements	148
11	Santa Rosa County	CR 182 @ Salter Rd			Intersection improvements	145
12	Santa Rosa County	CR 197 (Chumuckla Hwy) @ Morristown Rd			Intersection improvements	140
13	Santa Rosa County	CR 197 (Chumuckla Hwy) @ Spring St			Intersection improvements	139
14	Santa Rosa County	SR 89 N @ Greenwood Rd			Intersection improvements	134
15	Santa Rosa County	Mineral Springs Rd @ Chumuckla Hwy			Intersection Improvements	518
16	Santa Rosa County	CR 197 (Chumuckla Hwy) @ Salter Rd			Intersection improvements	141

17	Santa Rosa County	SR 89 @ Allentown Rd (CR 182)			Intersection improvements	147
18	Santa Rosa County	SR 89 N @ Penton Rd			Intersection improvements	137
19	Santa Rosa County	SR 89 N @ Dustry Tr/Daisy Ln			Intersection improvements	138
20	Santa Rosa County	SR 4 @ Munson Hwy			Intersection improvements	146
BIKE/PED/TRAILS						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Santa Rosa County	CR 191	SR 87	State Line	Shared-Use Path	529
2	Century, Jay; Escambia, Santa Rosa, Okaloosa Counties	SR 4	US 29 (Century)	SR 189	Shared-Use Path	530
3	Santa Rosa County	Multiple	NAS Whiting Field/Eastgate Rd	Stockade Rd	Multi-Use Trail	501
4	Santa Rosa, Okaloosa Counties	Multiple	Blackwater Heritage Trail	Hwy C180	Multi-Use Trail	502
5	Jay	Booker Ln	Hwy 4	Spring St	Sidewalk	84
FREIGHT						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Santa Rosa County, Jay	SR 4	Escambia County Line	Okaloosa County Line	Freight Study	525

Figure 8.5 - Rural Needs Plan Projects - Okaloosa County and Local Governments

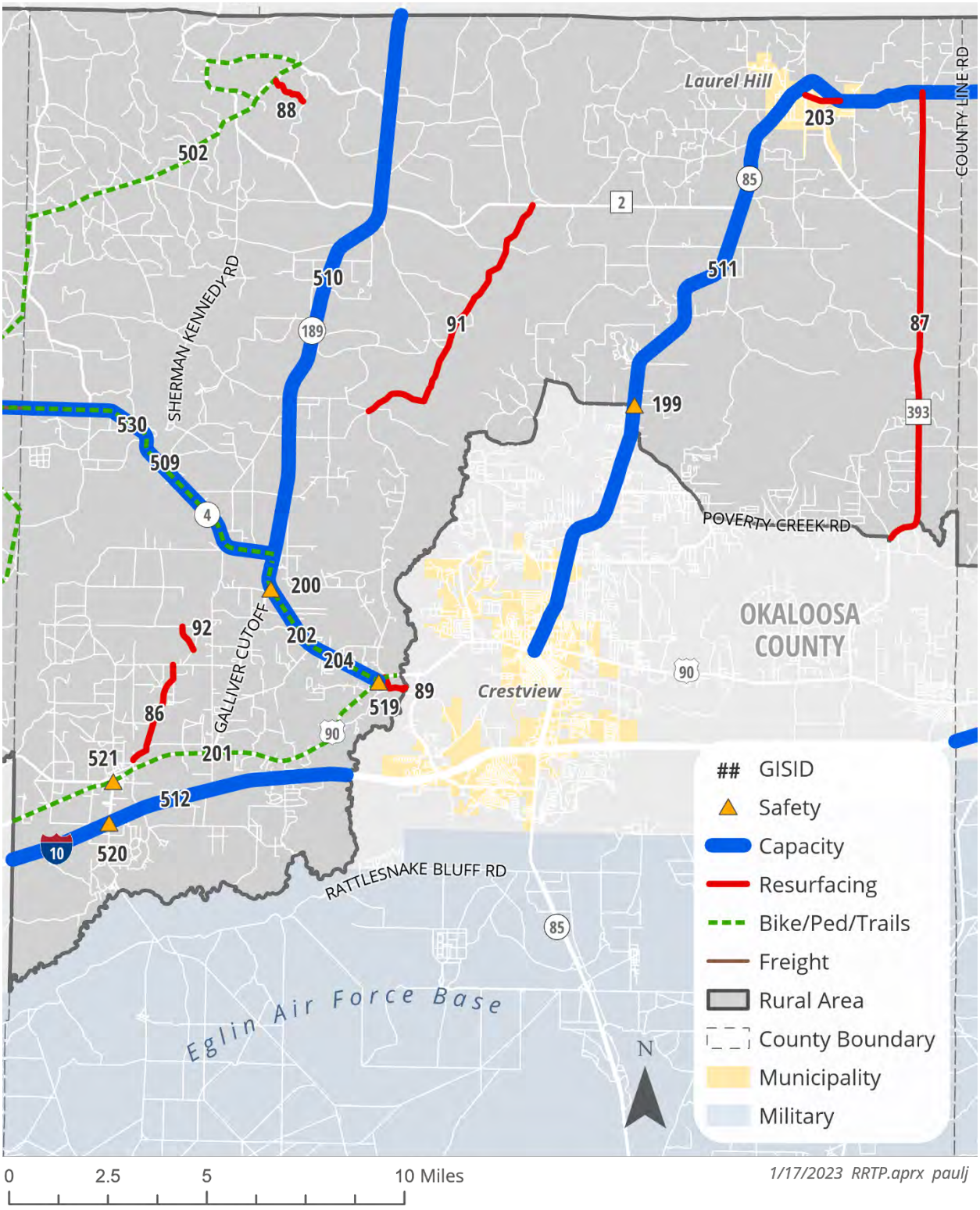


Table 8.11 - Okaloosa County and Local Government Ranked Projects by Category

CAPACITY						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Century, Jay; Escambia, Santa Rosa, Okaloosa Counties	SR 4	US 29 (Century)	SR 189	Widen to 4 lanes	509
2	Okaloosa County	SR 4	SR 189	US 90 (Milligan) west of Crestview	Widen to 4 lanes	204
3	Okaloosa County	SR 189	SR 4	State Line	Widen to 4 lanes	510
4	Okaloosa County	I-10	County Line	Rural Area Boundary	Widen to 6 lanes	512
5	Laurel Hill; Okaloosa, Walton Counties	SR 85	end of 4-lane N of Crestview	State Line	Widen to 4 lanes	511
RESURFACING						
Rank	**Jurisdiction**	**Project**	**From**	**To**	**Improvement**	**GISID**
1	Okaloosa County	CR 393	Poverty Creek Road	SR 85	Resurfacing	87
2	Laurel Hill	2nd Avenue	Steel Mill Creek Road	Highway 85	Resurfacing	203
3	Okaloosa County	Ellis Road	US 90	Milligan Yellow River Park	Resurfacing	89
4	Okaloosa County	Old River Road	Vinson Ray Rd	CR 2	Resurfacing	91
5	Okaloosa County	West Dodson Road	Dodson Rd	Steele Rd	Resurfacing	92
6	Okaloosa County	Dowdy Road	Sandhill Tower Rd	Mormon Temple Rd	Resurfacing	88
7	Okaloosa County	Bone Creek Road	Summertime Dr	Lighthouse Church Rd	Resurfacing	86

SAFETY						
Rank	**Jurisdiction**	**Roadway**			**Improvement**	**GISID**
1	Okaloosa County	SR 4 @ Galliver Cutoff			Intersection improvements	200
2	Okaloosa County	US 90 @ SR 4 near Milligan			Intersection Improvements	519
3	Okaloosa County	US 90 @ 189 in Holt			Intersection Improvements	521
4	Okaloosa County	SR 85 @ Bill Lundy Rd			Intersection improvements	199
5	Okaloosa County	I-10 @ 189 near Holt			Intersection Improvements	520
BIKE/PED/TRAILS						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Okaloosa County	US 90	Okaloosa County Line	TPO Boundary	Multi-Use Path	201
2	Okaloosa County	SR 4	SR 189 in Baker	US 90	Multi-Use Path	202
3	Century, Jay; Escambia, Santa Rosa, Okaloosa Counties	SR 4	US 29 (Century)	SR 189	Shared-Use Path	530
4	Santa Rosa, Okaloosa	Multiple	Blackwater Heritage Trail	Hwy C180	Multi-Use Trail	502

Figure 8.6 – Rural Needs Plan Projects - Walton County and Local Governments

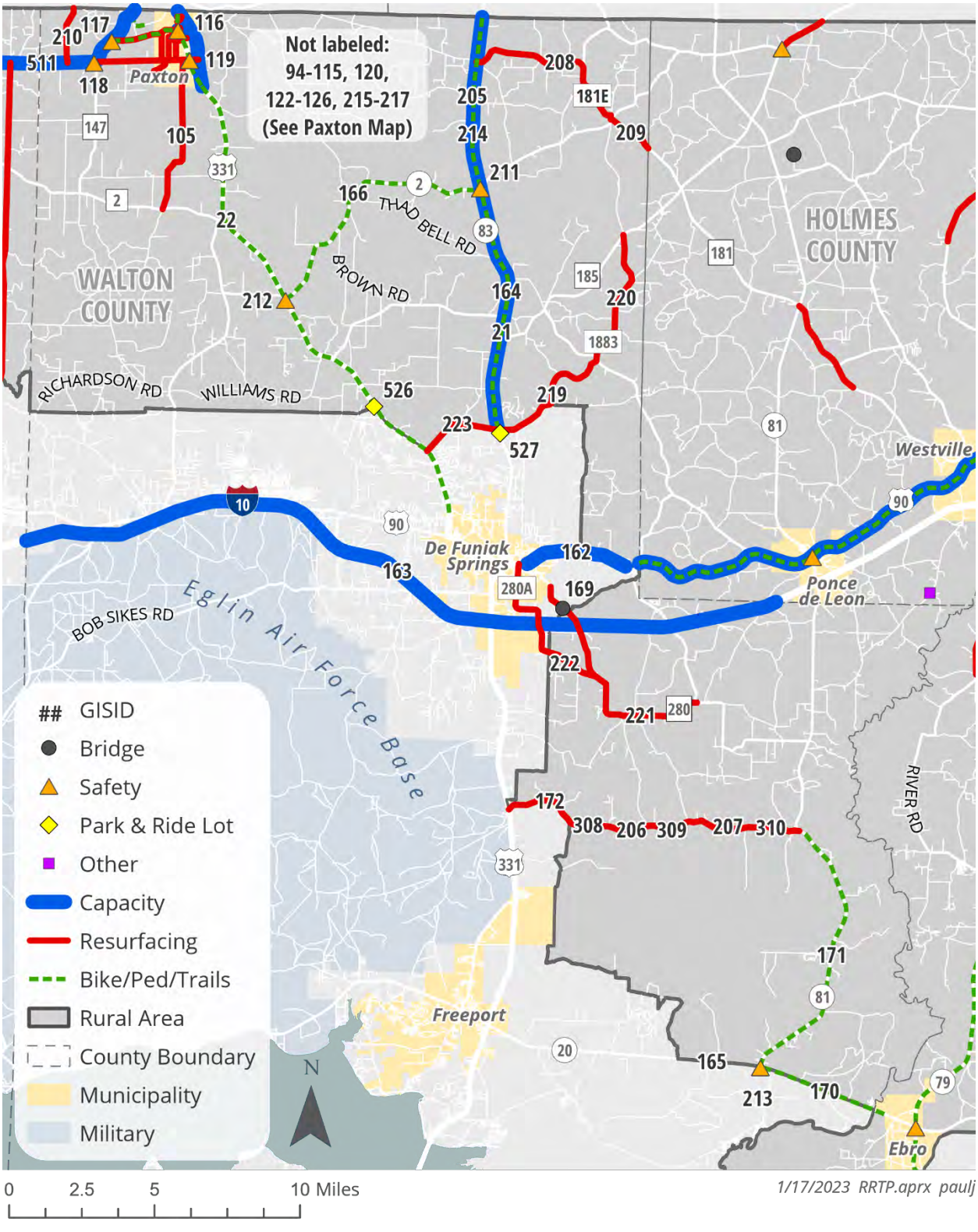


Figure 8.7 - Rural Needs Plan Projects - Town of Paxton

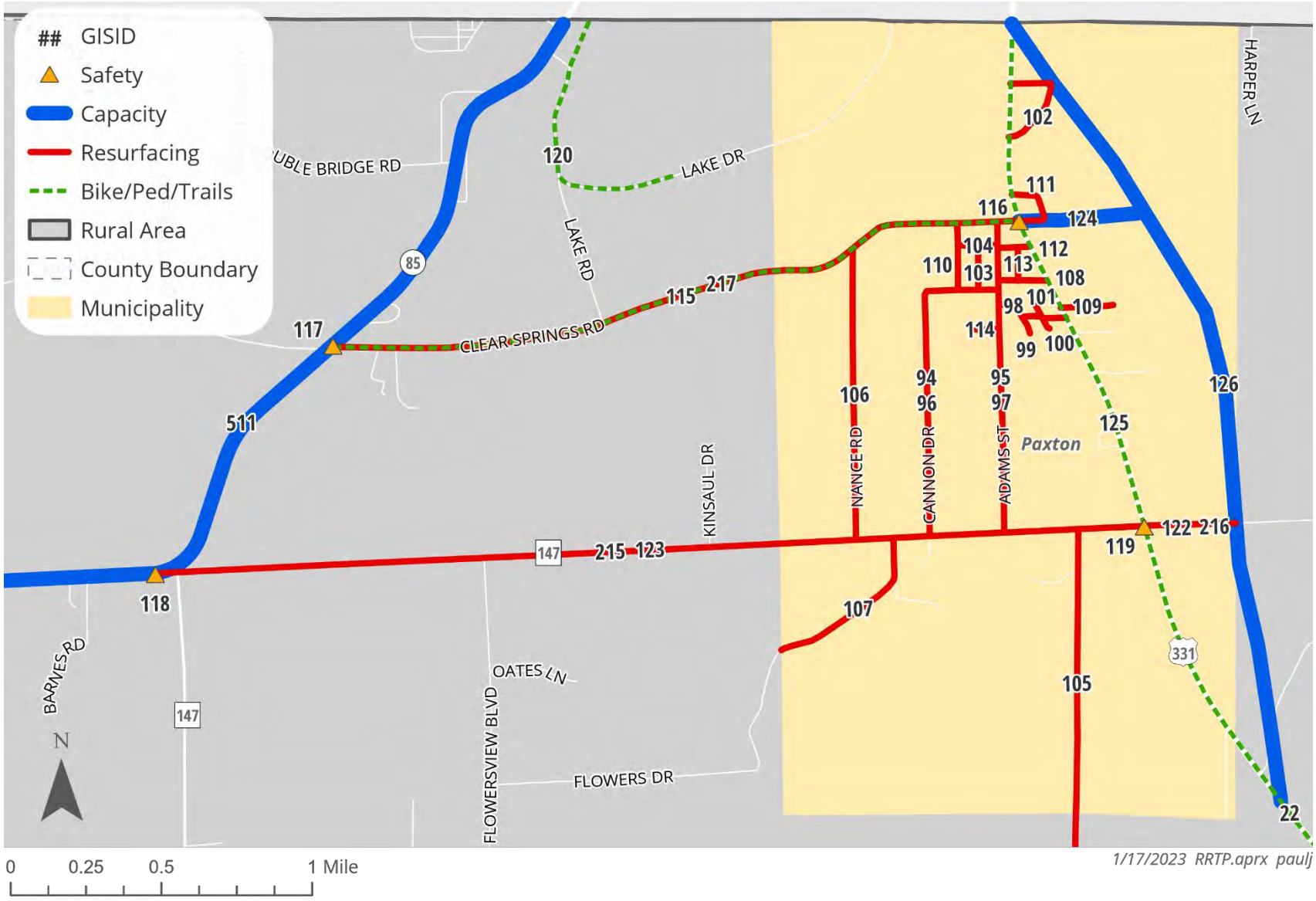


Table 8.12 - Walton County and Local Government Ranked Projects by Category

CAPACITY						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Laurel Hill; Okaloosa, Walton Counties	SR 85	end of 4-lane N of Crestview	State Line	Widen to 4 lanes	511
2	Walton County	SR 83	Sunrise/CR 1883	SR 2	Widen to 4 lanes	164
3	Paxton, Walton County	Paxton By-Pass	US 331	Alabama State Line	New 2 lane road	126
4	Walton County	SR 83	SR 2	Alabama State Line	Widen to 4 lanes	205
5	Walton County	US Hwy 90	CR 183 (Holmes County)	Dorsey Ave	Widen to 4 lanes	162
6	Paxton	Clear Springs Rd Extension	Paxton By-Pass	US 331	New 2 lane road	124
7	Walton County	I-10	Okaloosa County	Holmes County	Widen to 6 lanes	163
RESURFACING						
Rank	**Jurisdiction**	**Project**	**From**	**To**	**Improvement**	**GISID**
1	Walton County	Rock Hill Rd	US 331	High Lonesome Rd	Resurfacing	308
2	Paxton, Walton County	Co Hwy 147	US 331	SR 85	Resurfacing	123
3	Walton County	CR 1883	SR 83	CR 183B	Resurfacing	219
4	Walton County	Rock Hill Rd	High Lonesome Rd	Walton Bridge Rd	Resurfacing	309
5	Walton County	Sunrise Rd	US 331	SR 83	Resurfacing	223
6	Walton County	CR 181E	SR 83	SR 2E	Resurfacing	208
7	Walton County	CR 181E	SR 2E	Holmes County Line	Resurfacing	209
8	Walton County	Perkins Rd	SR 85	AL State Line	Resurfacing	210
9	Paxton	Cannon Drive	CR 147	Adams St	Resurfacing	96
10	Paxton	Adams Street	CR 147	Clear Springs Rd	Resurfacing	97

11	Paxton	Florida Ave	Adams St	US 331 N	Resurfacing	98
12	Paxton	Turner St	Adams St	US 331 N	Resurfacing	108
13	Walton County	CR 280A	US 90	CR 280	Resurfacing	222
14	Paxton	Geohagen Circle	US 331 N	US 331 N	Resurfacing	102
15	Walton County	CR 1883	CR 183B	CR 185	Resurfacing	220
16	Paxton	Pridgen Dr	US 331 N	End	Resurfacing	109
17	Paxton	Vann Circle	US 331 N	US 331 N	Resurfacing	111
18	Walton County	Rock Hill Rd	Walton Bridge Rd	SR 81	Resurfacing	310
19	Paxton	Thomas Dr	Flowers Dr	CR 147	Resurfacing	107
20	Paxton	Nance Rd	CR 147	Clear Springs Rd	Resurfacing	106
21	Paxton	Grant St	Adams St	US 331 N	Resurfacing	112
22	Paxton	Peach Tree St	Cannon Dr	Clear Springs Rd	Resurfacing	110
23	Paxton, Walton County	Clear Springs Rd	SR 85	US 331 N	Resurfacing	115
24	Paxton, Walton County	Bear Bay Flats Rd	CR 2	CR 147	Resurfacing	105
25	Walton County	CR 280	DeFuniak Springs City Limits	CR 183S	Resurfacing	221
26	Paxton	Paxton St	Florida Ave	End	Resurfacing	100
27	Paxton	Walton St	Florida Ave	End	Resurfacing	101
28	Paxton	McCarter St	Florida Ave	End	Resurfacing	99
29	Paxton	Blackberry St	Adams St	End*	Resurfacing	114
30	Paxton	Covington St	Turner St	Grant St	Resurfacing	113
31	Paxton	Bayview St	Peach Tree St	Adams St	Resurfacing	104
32	Paxton	Blueberry Dr	Cannon Dr	Bayview Dr	Resurfacing	103
33	Paxton	Co Hwy 147	Paxton By-Pass	US 331	Resurfacing	122

BRIDGES

Rank	Jurisdiction	Bridge	Improvement	GISID
1	Walton County	CR 280 @ Bruce Creek (0.67 miles N of I-10)	Bridge Replacement	169

SAFETY						
Rank	**Jurisdiction**	**Roadway**			**Improvement**	**GISID**
1	Paxton	Co Hwy 147 @ US 331			Intersection improvements	119
2	Walton County	SR 20 E @ SR 81			Intersection improvements	213
3	Walton County	SR 2 @ US 331 N			Intersection improvements	212
4	Walton County	SR 2 @ SR 83			Intersection improvements	211
5	Paxton and NW Walton County	Co Hwy 147 @ SR 85			Intersection improvements	118
6	Paxton	Clear Springs Rd @ US 331			Intersection improvements	116
7	Paxton and NW Walton County	Clear Springs Rd @ SR 85			Intersection improvements	117
BIKE/PED/TRAILS						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Walton County	Clear Springs Rd	US 331	SR 85	Bike/Ped Feasibility Study	217
2	Paxton, Walton County	Lake Jackson Multi-Use Trail	County Line	Lake Drive	Multi-Use Trail	120
3	Paxton, Walton County	US 331 N	Paxton By-Pass	Alabama State Line	Bike/Ped Feasibility Study	125
4	Paxton	Adams Street Roadway & Pedestrian Improvements	Clear Springs Rd	Co Hwy 147 W	Sidewalk	95
5	Paxton	Cannon Drive Roadway & Pedestrian Improvements	Co Hwy 147 W	Adams St	Sidewalk	94
6	Walton County	Co Hwy 147	US 331	SR 85	Bike/Ped Feasibility Study	215
7	Walton County	Rock Hill Rd	US 331	High Lonesome Rd	Bike/Ped Feasibility Study	172

8	Walton County	SR 81	Rock Hill Road	SR 20	Bike/Ped Feasibility Study	171
9	DeFuniak Springs	US Hwy 331 N	Paxton By-Pass	Coy Burgess Connector	Multi-Use Trail	22
10	Walton County, DeFuniak Springs	SR 83	Sunrise/CR 1883	SR 2	Multi-Use Trail	21
11	Walton County	SR 2	SR 83	US 331	Bike/Ped Feasibility Study	166
12	Walton County	SR 20 E	Washington County	SR 81	Bike/Ped Feasibility Study	170
13	Walton County, DeFuniak Springs	SR 83	SR 2	Alabama State Line	Multi-use trail	214
14	Walton County	Co Hwy 147	Paxton By-Pass	US 331	Bike/Ped Feasibility Study	216
15	Walton County	Rock Hill Rd	Walton Bridge Rd	SR 81	Bike/Ped Feasibility Study	207
16	Walton County	Rock Hill Rd	High Lonesome Rd	Walton Bridge Rd	Bike/Ped Feasibility Study	206

PARK & RIDE LOTS				
Rank	**Jurisdiction**	**Roadway**	**Improvement**	**GISID**
1	Walton County	SR 83 near Sunrise Road	New Park & Ride Lot	527
2	Walton County	US 331 near King Lake Road	New Park & Ride Lot	526

Figure 8.8 - Rural Needs Plan Projects - Holmes County and Local Governments

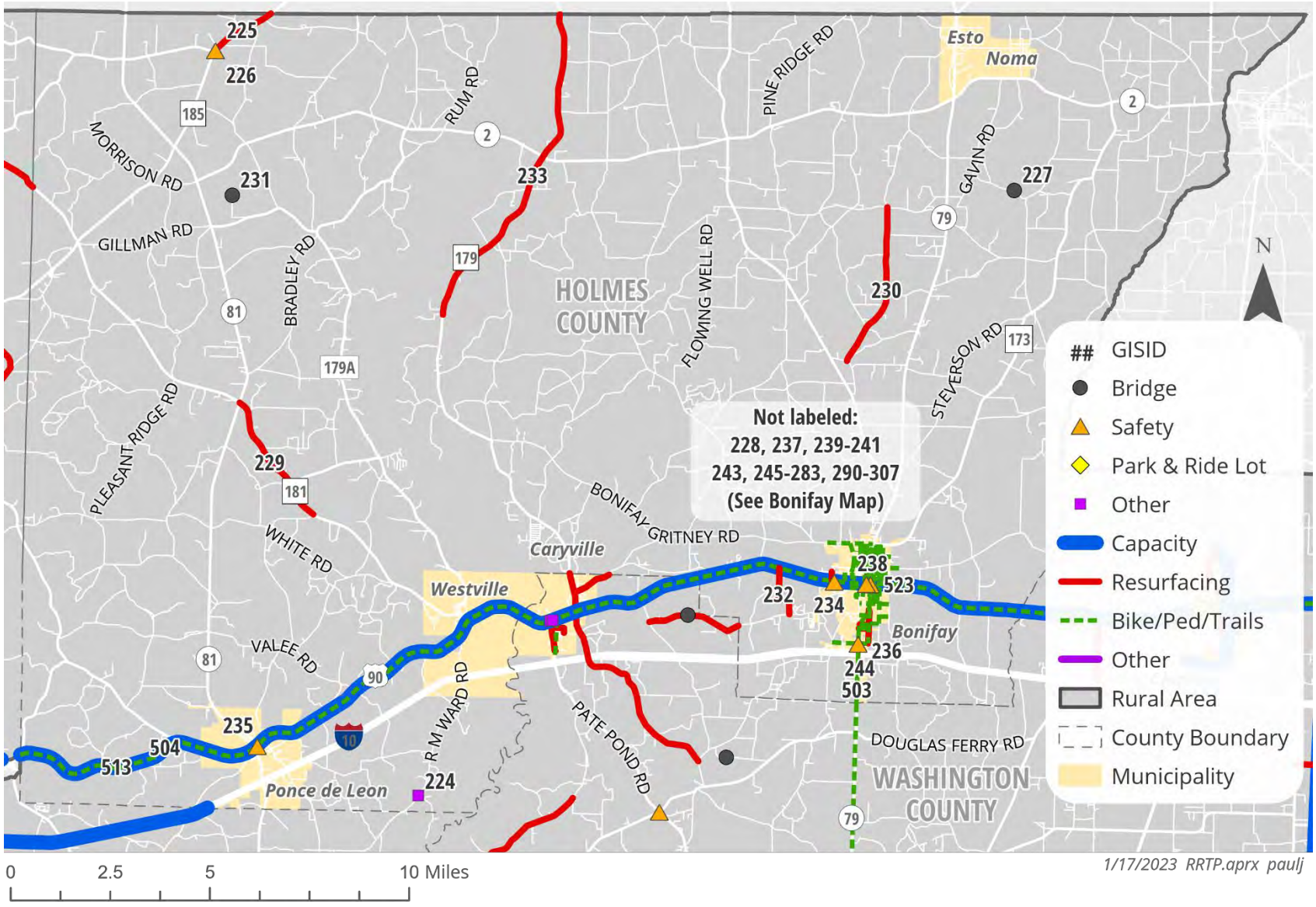


Figure 8.9 - Rural Needs Plan Projects - City of Bonifay

Table 8.13 - Holmes County and Local Government Ranked Projects by Category

CAPACITY						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Ponce de Leon, Westville, Caryville, Bonifay, Chipley; Holmes, Washington Counties	US 90	Holmes/Okaloosa County Line	Jackson County	Widen to 4 lanes	513
RESURFACING						
Rank	**Jurisdiction**	**Project**	**From**	**To**	**Improvement**	**GISID**
1	Holmes County	Moody Street	US 90	Banfill Ave	Resurfacing	237
2	Holmes County	Dykes Street	Highway 90	Banfill Rd	Resurfacing	228
3	Bonifay	Jernigan Avenue	Waukesha St	Clifford St	Resurfacing	241
4	Bonifay	Hightower Avenue	Waukesha St	Clifford St	Resurfacing	240
5	Bonifay	Clifford Street	Son in Law Rd	Waukesha St	Resurfacing	239
6	Holmes County	Henry Grey Road	Highway 90	Sandpath Rd	Resurfacing	232
7	Holmes County	CR 185	CR 2A	Alabama State Line	Resurfacing	225
8	Holmes County	CR 179	Pheil Lane	Alabama State Line	Resurfacing	233
9	Holmes County	CR 181	Minger Rd	Highway 81	Resurfacing	229
BRIDGES						
Rank	**Jurisdiction**	**Bridge**			**Improvement**	**GISID**
1	Holmes County	Spring Valley Lane/Turberville Rd @ Wrights Creek Bridge			Bridge Replacement	227
2	Holmes County	Tanner Lane Bridge @ Fowler Branch			Bridge Replacement	231

SAFETY						
Rank	**Jurisdiction**	**Roadway**			**Improvement**	**GISID**
1	Bonifay	US 90 @ SR 79 Bonifay			Intersection Improvements	523
2	Ponce de Leon	US 90 @ SR 81			Intersection Improvements	235
3	Bonifay	SR 79 @ Son in Law Rd/St John's Rd			Intersection Improvements	236
4	Bonifay	Moody Street @ US 90			Intersection Improvements	238
5	Bonifay	US 90 @ school entrance			Intersection improvements	234
6	Holmes County	CR 185 @ CR 2A			Intersection improvements	226
BIKE/PED/TRAILS						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Holmes, Washington Counties; Ponce de Leon, Westville, Caryville, Bonifay, Chipley	US 90	Holmes/Okaloosa County Line	Jackson County Line	Shared-Use Nonmotorized (SUN) Trail Network	504
2	Washington, Holmes, Bonifay, Vernon, Ebro	SR 79	Washington County Line	Bonifay/US 90	Multi-Use Trail	503
3	Bonifay	Main Street	Banfill Ave	W Pennsylvania Ave	Sidewalk	292
4	Bonifay	Martin St.	Evans St	W. Pennsylvania Ave	Sidewalk	290
5	Bonifay	Moore Ln	Hubbard St	Magnolia St	Sidewalk	279
6	Bonifay	Taylor St	W. Minnesota Ave	W Montana Ave	Sidewalk	258
7	Bonifay	Still St	Banfill Ave	Anderson St	Sidewalk	255
8	Bonifay	Cook St	Moody St	SR 79	Sidewalk	275
9	Bonifay	S. Varner St	US 90	End	Sidewalk	295

10	Bonifay	S. Oklahoma St	US 90	End	Sidewalk	294
11	Bonifay	Caldwell Ave	Weeks St	Scenic Hill Circle	Sidewalk	297
12	Bonifay	Armstrong St	US 90	Mckinnon Ave	Sidewalk	307
13	Bonifay	Mathusehek St	US 90	Mckinnon Ave	Sidewalk	306
14	Bonifay	Midway Street	W. Pennsylvainia	J. Harvey Etheridge	Sidewalk	293
15	Bonifay	Creswell St	Caldwell Ave	East Brock Ave	Sidewalk	298
16	Bonifay	Holmes Ave	McGee Rd	SR 79	Sidewalk	281
17	Bonifay	Telfair St	W Pennsylvania Ave	W Iowa Ave	Sidewalk	252
18	Bonifay	Moore Ave	S. Waukesha St	End	Sidewalk	296
19	Bonifay	Arretta St	Anderson St	N. Caryville Rd.	Sidewalk	254
20	Bonifay	Moody St	US 90	Banfill Ave	Sidewalk	260
21	Bonifay	J. Harvey Etheridge St.	W. Pennsylvania Ave	W Iowa Ave	Sidewalk	291
22	Bonifay	Jernigan Ave	SR 79	Clifford Street	Sidewalk	302
23	Bonifay	Stewart St	Banfill Ave	W. Hwy 90	Sidewalk	305
24	Bonifay	Byrd Ave	SR 79	S. Weeks St	Sidewalk	280
25	Bonifay	McKinley Dr	CR 173	CR 173	Sidewalk	282
26	Bonifay	Dena-Rob Rd	Weeks St	End	Sidewalk	283
27	Bonifay	Judah St	Clifford St	Weeks St	Sidewalk	278
28	Bonifay	Hightower Ave	SR 79	Clifford Street	Sidewalk	303
29	Bonifay	Son-in-Law Rd	SR79	Clifford Street	Sidewalk	304
30	Bonifay	Redbird Rd	Banfill Ave	N McGee Rd	Sidewalk	261
31	Bonifay	McLaughlin Ave	Arretta St	Telefair St	Sidewalk	268
32	Bonifay	Cotton St	McLaughlin Ave	End	Sidewalk	253
33	Bonifay	Hamlin St	W Iowa Ave	W Montana Ave	Sidewalk	249
34	Bonifay	MLK Blvd	SR 79	Pine St	Sidewalk	262
35	Bonifay	Virginia Ave	J Harvey Etheridge	Pine St	Sidewalk	265
36	Bonifay	N Caryville Rd	Arretta St	W. North Ave	Sidewalk	256
37	Bonifay	Scenic Hill Circle	E. Brock Ave	S Weeks St	Sidewalk	299
38	Bonifay	Evans Ave	Main St	Pine St	Sidewalk	264
39	Bonifay	McKinnon Ave	Edison St	SR 79	Sidewalk	276

40	Bonifay	Tracy St	W Iowa Ave	W North Ave	Sidewalk	250
41	Bonifay	Iowa Ave	Tracy St	Pine St	Sidewalk	267
42	Bonifay	Depot St	Banfill Ave	Folmar St	Sidewalk	259
43	Bonifay	Wisconsin Ave	Rangeline St	Hubbard St	Sidewalk	272
44	Bonifay	Minnesota Ave	Hubbard St	N Rangeline St	Sidewalk	273
45	Bonifay	Kansas Ave	Arretta St	Varner St	Sidewalk	269
46	Bonifay	Rangeline St	McLaughlin Ave	W North Ave	Sidewalk	248
47	Bonifay	Pennsylvania Ave	Telfair Ave	Pine St	Sidewalk	263
48	Bonifay	Montana Ave	Hubbard St	End	Sidewalk	274
49	Bonifay	St. Johns Rd	SR 79	Jenkins Road	Sidewalk	301
50	Bonifay	Indiana Ave	N. Caryville Rd.	Hubbard St	Sidewalk	270
51	Bonifay	Brock Ave	McGee Rd	Chance Rd	Sidewalk	277
52	Bonifay, Holmes County	Nebraska Ave	J Harvey Etheridge	Bonifay Chipley Rd	Sidewalk	266
53	Bonifay	Varner St	Evans	CR 173	Sidewalk	246
54	Bonifay	Michigan Ave	Cul-de-sac end of W. Michigan	French Drive	Sidewalk	271
55	Bonifay	Clifford St	Son in Law Rd	SR 79	Sidewalk	257
56	Bonifay	State St	MLK Avenue	CR 173 (less portions undeveloped)	Sidewalk	245
57	Bonifay	Weeks St	Judah Street	US 90	Sidewalk	247
58	Bonifay	Oklahoma St	US 90	E North Ave	Sidewalk	251
59	Bonifay	Hubbard St	US 90	CR 173	Sidewalk	243
60	Bonifay	E North Ave	Hubbard St	Sylvanhurst Dr	Sidewalk	300
61	Bonifay	Waukesha St	County Line (Pipkin Rd or South City Limits)	CR 173	Sidewalk	244

Figure 8.10 - Rural Needs Plan Projects - Washington County and Local Governments

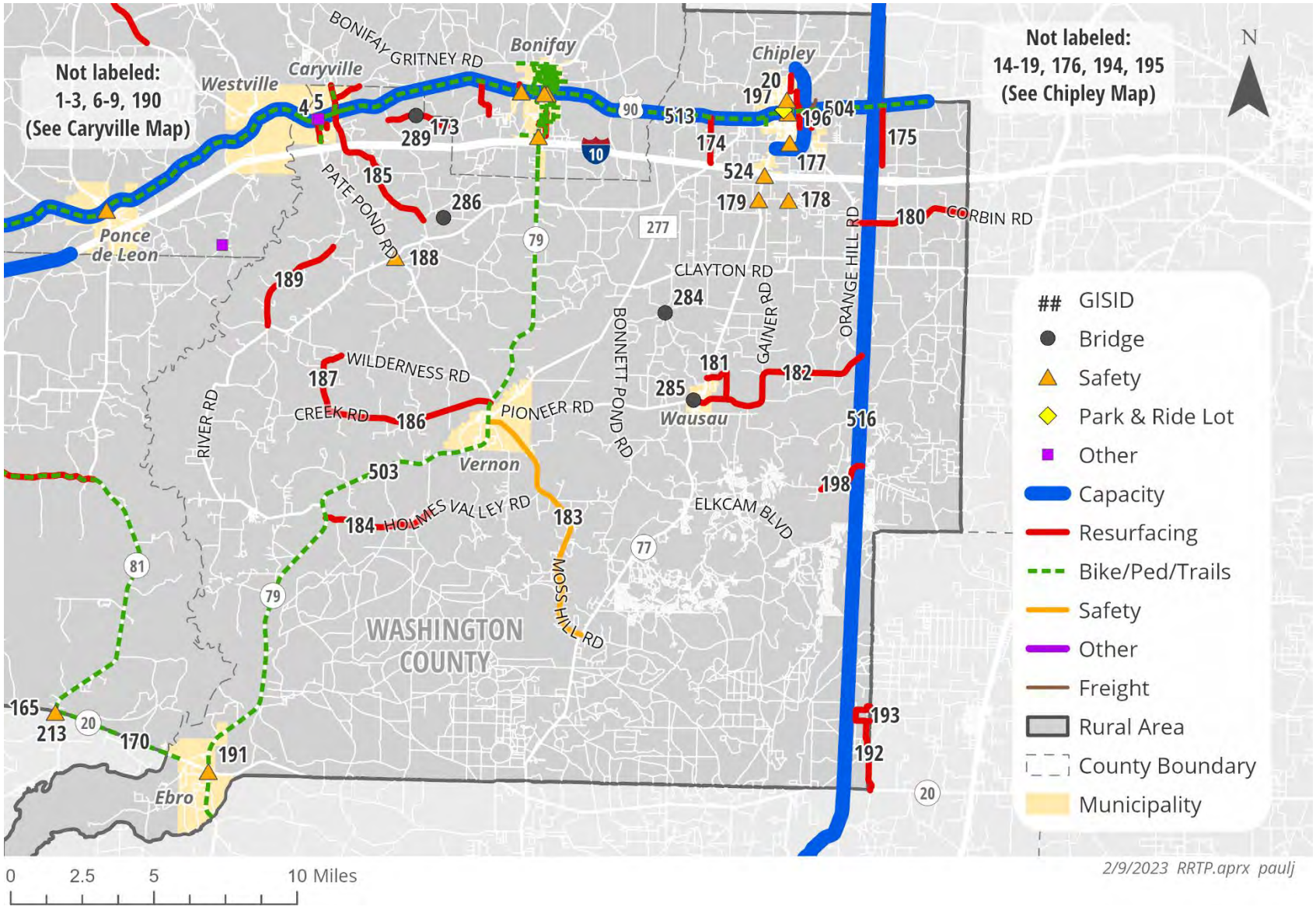


Figure 8.11 - Rural Needs Plan Projects - Town of Caryville

Figure 8.12 - Rural Needs Plan Projects - City of Chipley

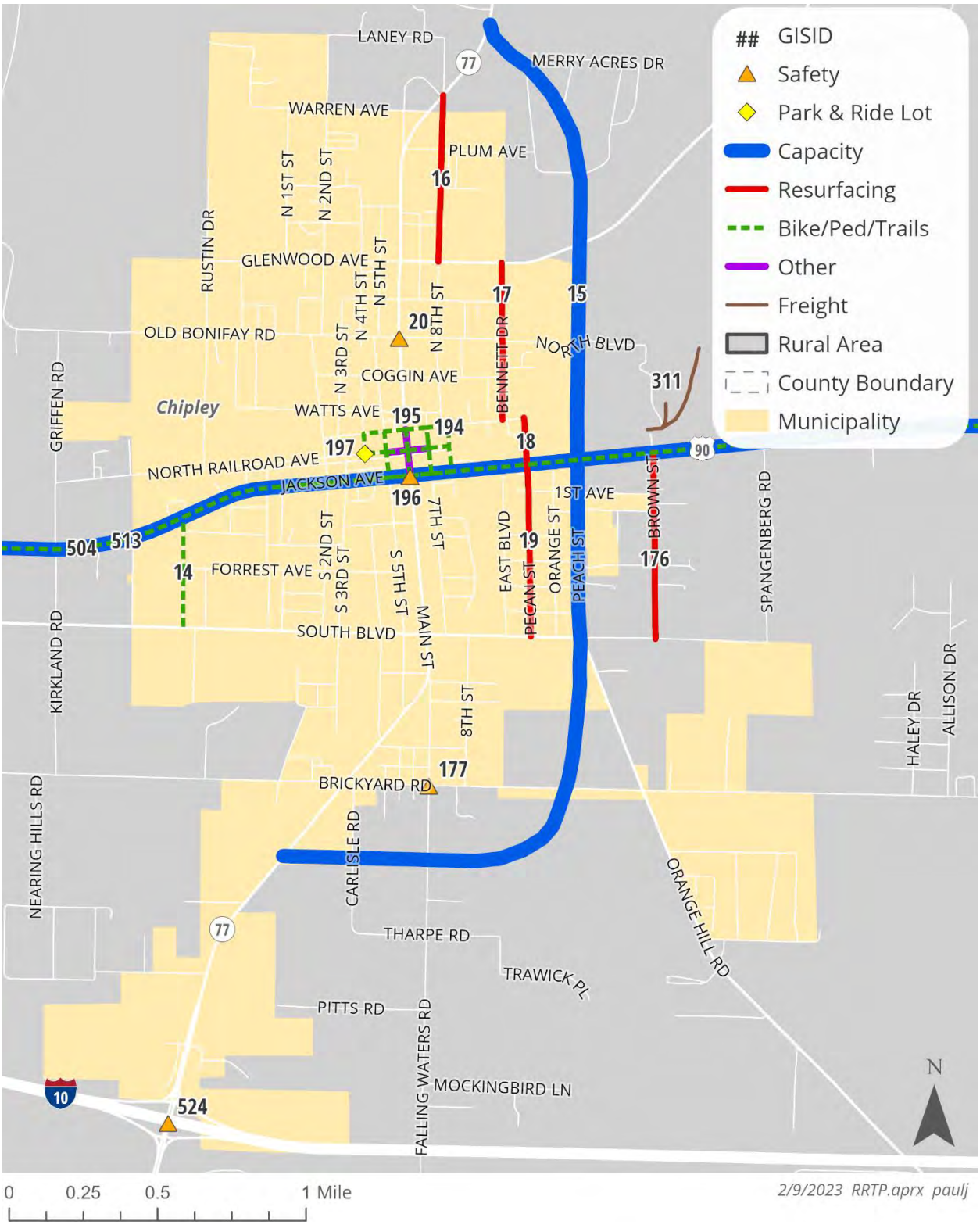


Table 8.14 - Washington County and Local Government Ranked Projects by Category

CAPACITY						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Bay, Washington Counties	I-10 Connector	Panama City	State Line	New 4 lane roadway	516
2	Ponce de Leon, Westville, Caryville, Bonifay, Chipley; Holmes, Washington Counties	US 90	Holmes/Okaloosa County Line	Jackson County	Widen to 4 lanes	513
3	Chipley	SR 77 Bypass	Main St/SR 77	Main St/SR 77	New 4 lane bypass	15
RESURFACING						
Rank	**Jurisdiction**	**Project**	**From**	**To**	**Improvement**	**GISID**
1	Washington County	Singer Road	Silver Lake Rd	Hwy 20	Resurfacing	192
2	Chipley	Pecan St	US 90	E Church Ave	Resurfacing	18
3	Caryville	Aycock Ave	US 90	Church Ave	Resurfacing	7
4	Chipley	Bennett Dr	E Church Ave	Glenwood Ave	Resurfacing	17
5	Chipley	Martin Luther King Dr	Glenwood Ave	Hwy 77	Resurfacing	16
6	Chipley	Pecan St	South Blvd	US 90	Resurfacing	19
7	Washington County	Brown Street, Chipley	US 90	South Blvd	Resurfacing	176
8	Caryville	Church Ave	US 90	CR 279/Waits Ave	Resurfacing	6
9	Washington County	Hutchison Road	US 90	Hwy 277	Resurfacing	174
10	Washington County, Wausau	Finch Circle, Wausau	Hwy 77	Pioneer Rd	Resurfacing	181
11	Caryville	Wright's Creek/Hwy 179	US 90	Holmes County Line	Resurfacing	190
12	Washington County	Sewell Farms Road, Chipley	US 90	Rock Hill Church Rd	Resurfacing	175
13	Washington County	Holmes Valley Road	Fanning Branch	Hwy 79	Resurfacing	184
14	Washington County	River Road, Vernon	Douglass Ferry Rd	Brock Rd	Resurfacing	189
15	Washington County	Corbin Road, Chipley	Orange Hill Rd	Jackson County Line	Resurfacing	180
16	Washington County, Carville	St. Mary's Road	US 90	Bethel Rd	Resurfacing	185

17	Washington County	Creek Road	Hwy 79	Parrish Still Rd	Resurfacing	186
18	Washington County, Wausau	Pioneer Road	Hwy 77	Orange Hill Rd	Resurfacing	182
19	Caryville	Wilson St	Church Ave	Monroe St	Resurfacing	8
20	Caryville, Washington County	Old Bonifay Rd	Wright Creek Rd	County Line	Resurfacing	9
21	Washington County	Parrish Still Road	Wilderness Rd	Creek Rd	Resurfacing	187
22	Washington County	Singer Road/Silver Lake Road	Wood Haven Rd	Wood Haven Rd	Resurfacing	193
23	Washington County	Hartford Blvd	Washington Blvd	Orange Hill Rd	Resurfacing	198
24	Washington County	Sandpath Road, Bonifay	Holmes County Line	Wilcox Crossing Rd	Resurfacing	173

BRIDGES

Rank	Jurisdiction	Bridge	Improvement	GISID
1	Washington County	Sandpath Road @ Gum Creek	Bridge Replacement	289
2	Wausau	CR 278 @ Unnamed Branch (Pioneer Road)	Bridge Replacement	285
3	Washington County	Hard Labor Rd @ Hard Labor Creek	Bridge Replacement	284
4	Washington County	Bess Nook Road @ Gum Creek	Bridge Replacement	286

SAFETY

Rank	Jurisdiction	Roadway	From	To	Improvement	GISID
1	Washington County	I-10 @ Main Street Chipley			Intersection Improvements	524
2	Ebro	Hwy 20 @ Hwy 79			Intersection improvements	191
3	Chipley	Main St @ US 90			Intersection improvements	196
4	Chipley	SR 77 @ Old Bonifay Rd			Intersection improvements	20
5	Washington County, Vernon	Moss Hill Road	Hwy 77	Hwy 79	Paved Shoulders	183
6	Washington County	Falling Waters @ South Blvd			Intersection improvements	177
7	Washington County	State Park Road @ Falling Waters			Intersection improvements	178

8	Washington County	State Park Road @ Hwy 77			Intersection improvements	179
9	Washington County	Pate Pond @ Douglas Ferry			Intersection improvements	188
BIKE/PED/TRAILS						
Rank	**Jurisdiction**	**Roadway**	**From**	**To**	**Improvement**	**GISID**
1	Caryville	US 90	East end of bridge	Caryville limits	Bike paths	1
2	Holmes, Washington Counties; Ponce de Leon, Westville, Caryville, Bonifay, Chipley	US 90	Holmes/Okaloosa County Line	Jackson County Line	Shared-Use Nonmotorized (SUN) Trail Network	504
3	Caryville	Waits Ave (279)	US 90	Caryville limits	Sidewalks or bike paths	2
4	Caryville	Wrights Creek Road (179)	US 90	Holmes County Line	Sidewalks or bike paths	3
5	Washington, Holmes, Bonifay, Vernon, Ebro	SR 79	Washington County Line	Bonifay/US 90	Multi-Use Trail	503
6	Chipley	West Blvd	South Blvd	Jackson Ave	Sidewalk	14
7	Chipley	Church Ave, Railroad Ave, US 90, 5th St, Main St, 7th St, MLK	See Notes	See Notes	Sidewalk Improvements	194
PARK & RIDE LOTS						
Rank	**Jurisdiction**	**Roadway**			**Improvement**	**GISID**
1	Chipley	N 4th St @ N Railroad Ave			Parking Lot	197
FREIGHT						
Rank	**Jurisdiction**	**Location**			**Improvement**	**GISID**
NR*	Washington County	Washington County Industrial Park			Rail Spur	311

**Not Ranked. (Project was added at plan adoption and will be ranked during the next plan update)*

9.0 Conclusion

The Regional Rural Transportation Plan (RRTP) was initiated as a pilot project to give the rural areas a mechanism to collaborate with other local jurisdictions in documenting local and regional transportation improvement needs. This gives the rural area a process similar to the Transportation Planning Organization (TPO) Long Range Transportation Plan process. Prior to the RRTP, rural jurisdictions did not have an established way to coordinate with each other on needed transportation projects which can make it difficult to be competitive when applying for grants and prioritizing long term transportation needs. However, with the adoption of this plan and ranking of the proposed transportation projects within the study area, it will be easier for the rural local governments to identify and apply for future funding. It also assists the rural areas to identify capital improvements within their own jurisdictions, coordinate regional projects, and assist FDOT with identifying possible future projects for the work program.

One of the key components of the pilot project was the establishment of a process to bring rural areas to one table for collaboration and coordination for the betterment of the region. During the project, the jurisdictions within the rural areas formed a Transportation Advisory Committee (TAC) that is representative of the study area. The TAC met on a regular basis throughout plan development and will continue to meet to implement the RRTP and to assist with identifying proposed funding resources and opportunities. Some of the funding resources can be found on the following websites:

- www.nwflroads.com/d3localprograms
- www.nwflroads.com/planning

Lessons Learned

The Regional Rural Transportation pilot project was successful, and deliverables were met. However, some lessons were learned during the project process that may be implemented during future updates:

1. Meeting in-person with the 6 counties and 14 local governments within the project area took longer than anticipated. Adequate time and travel allowance for these meetings was not built into the project schedule on the front end.

   Additional time and funding should be allotted to this task at the onset of the project.

2. The transportation plan concept was new to some of the rural local governments, and they therefore did not understand the project relevance or the process. Education took extra meeting time at the project onset, and some local governments were still reluctant to get involved. As the project moved forward, some TAC members came forward as champions as they took the initiative to get others on board. FDOT staff also attended meetings to further educate the rural governments about the rural transportation

planning process and project.

A local government champion (or multiple champions) should be identified early in the process to help obtain buy-in from absent or reluctant local governments.

3. Outreach and education were heavily concentrated at the beginning of the project process per the scope of work. However, local government coordination and continuing outreach was necessary throughout the entirety of the project.

   Continuous outreach and education should be accounted for throughout the duration of the project.

4. The number of TAC members necessary was overestimated. Requirements were originally three members from each county and each local jurisdiction. Therefore, TAC member appointments took longer than expected.

   Moving forward, the TAC will only require (but not be limited to) one representative from each county.

5. Project categories, available funding sources, and evaluation criteria were not finalized prior to requesting and receiving project submissions from local governments. Evaluation criteria were initially developed with a needs plan approach similar to the TPO LRTPs. However, the Rural Plan required a funds-based approach when identifying project categories and criteria. This funds-based approach should have been established earlier in the process to ensure that received projects fit within the defined categories and would have applicable funding sources.
   Earlier in the project timeline, project staff should coordinate with FDOT on project funding sources, project category establishment, and related evaluation criteria.

6. Obtaining local government data could be challenging. For example, not all local governments, especially those in rural areas, maintain local roadway traffic counts. This caused some of the ranking criteria to be inapplicable for some projects, and therefore these projects missed out on receiving criteria points.

   Prior to establishing project ranking criteria, staff should ensure that the necessary ranking criteria data is readily available for all jurisdictions. If local data is not available, establish alternative criteria.

7. Project submittals were received in multiple formats, with various levels of detail, and often without clear category designations. This caused a lot of back-and-forth information gathering and staff placement of projects in categories that didn't necessarily reflect what the local governments desired.

In the future, the local governments will be asked for all necessary project parameters up front at the time of project submittal. This will include project location, limits, desired category designated, and other project details as deemed necessary.

8. Over 325 projects were received, which made project ranking and prioritization a time-consuming task. Cut-off dates for projects and category designation were not always enforced, which led to a lot of re-categorization and re-ranking.

   A maximum number of projects that each jurisdiction can submit per category should be established. It should also be requested that local jurisdictions pre-prioritize the projects lists that they submit.

Plan Updates

The RRTP Needs Plan will be evaluated annually. As funding mechanisms are identified and projects are funded, and/or new projects are identified, existing projects may move off the list or be reranked. Major RRTP updates will include a review of all plan components and are anticipated to occur every five years.

The project webpage will continue to be updated with relevant plan information and can be accessed at www.ecrc.org/RRTP.

10.0 Resolutions

RESOLUTION ECRC 2023-05
A RESOLUTION OF THE EMERALD COAST REGIONAL COUNCIL APPROVING THE REGIONAL RURAL TRANSPORTATION PLAN

WHEREAS, the Emerald Coast Regional Council (ECRC) is the designated Regional Transportation Area to serve the regional needs of Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes counties; and

WHEREAS, in its role as the Regional Transportation Area, ECRC has assumed the role of creating a Regional Rural Transportation Plan, which commenced on February 1, 2021 through a contractual services agreement with FDOT; and

WHEREAS, during development of the project, there was continuous coordination with FDOT and all local governments included in the study area and with the ECRC's Technical Advisory Committee (TAC); and

WHEREAS, public outreach efforts included additional meetings, presentations, written collateral, and a web page dedicated to the project, which included an interactive map; and

WHEREAS; project ranking criteria was developed and adopted according to the contractual agreement with FDOT;

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

The ECRC approves the Regional Rural Transportation Plan.

Duly passed and adopted by the Emerald Coast Regional Council on this 8TH day of February 2023.

BY: Karen Cuchens
Karen Cuchens, Chairwoman

ATTEST: K. Dawn Schwartz
Dawn Schwartz, ECRC Chief Financial Officer

EMERALD COAST REGIONAL COUNCIL

RESOLUTION ECRC 2023-06
A RESOLUTION OF THE EMERALD COAST REGIONAL COUNCIL APPROVING THE REGIONAL RURAL TRANSPORTATION PLAN PROJECT PRIORTIES/RANKING LIST

WHEREAS, the Emerald Coast Regional Council (ECRC) is the designated Regional Transportation Area to serve the regional needs of Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes counties; and

WHEREAS; in its role as the Regional Transportation Area, ECRC assumed the role of creating a Regional Rural Transportation Plan, which commenced on February 1, 2021 through a contractual services agreement with FDOT; and

WHEREAS; the future intent of the ECRC Rural Transportation Planning process is to have a major update of the Regional Rural Transportation Plan every five years, with annual updates to the project rankings list for FDOT's consideration for inclusion into the annual Five-Year Work Program; and

WHEREAS; as part of the scope of services, ECRC must adopt evaluation criteria and rank the plan's projects according to that criteria; and

WHEREAS; evaluation criteria was adopted at the October 31, 2022 ECRC meeting, based on staff and Technical Advisory Committee (TAC) input; and

WHEREAS; project ranking was completed by the TAC at a meeting on January 12, 2023 and was recommended for the ECRC board's approval;

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

The ECRC approves the Regional Rural Transportation Plan Project Priorities/Ranking List.

Duly passed and adopted by the Emerald Coast Regional Council on this 8TH day of February 2023.

BY: Karen Cuchens
Karen Cuchens, Chairwoman

ATTEST: K. Dawn Schwartz
Dawn Schwartz, ECRC Chief Financial Officer

EMERALD COAST REGIONAL COUNCIL