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TRANSPORTATION PLANNING ORGANIZATION MEETINGS
PLEASE NOTE TPO, TCC, AND CAC MEETING DATES AND TIMES

Monday, January 11, 2021

Technical Coordinating Committee (TCC) Meeting- 10:00 A.M.

Citizens Advisory Committee (CAC) Meeting- 5:30 P.M.

Emerald Coast Regional Council 4081 East Olive Road, Suite A, Pensacola, FL 32514

Wednesday, January 13, 2021 - 9:00 A.M.

Transportation Planning Organization (TPO) Meeting
Pensacola Bay Center 201 E Gregory St, Pensacola, FL 32502

- A. **CALL TO ORDER / INVOCATION / PLEDGE / BOARD MEMBER ROLL CALL - *Chairman Steven Barry***

SPECIAL PRESENTATION – CHAIRMAN BARRY

- B. **APPROVAL OF AGENDA**

Any new action items to be added to the agenda must be approved by a vote of two thirds (2/3) of the TPO members present.

- C. **PUBLIC FORUM:**

Only in-person participants will be able to speak during the public forum portion of the meeting. Please obtain a speaker request form from ECRC staff. Speakers are asked to limit their remarks to three (3) minutes. Community members participating via phone will be muted during the meeting and are only able to listen. Comments can be provided in the chat box, digital comment form, by email, or by phone.

D. **FDOT/ALDOT/ECRC UPDATES:**

1. **FDOT UPDATE** *Mr. Bryant Paulk, AICP, or Ms. Christy Johnson, AICP, Florida Department of Transportation (FDOT) Urban Liaisons*
2. **ALDOT UPDATE** *Mr. Vincent Beebe, P.E., Alabama Department of Transportation (ALDOT)*

E. **CONSENT:**

1. **ALL COMMITTEES:** Approval of October 2020 Meeting Minutes
2. **ALL COMMITTEES:** Consideration of Resolution FL-AL 21-02 to Adjust the 4- year Targets (2021) for System Performance (PM 3) for the Alabama Department of Transportation – *Mr. Gary Kramer, ECRC Staff*
3. **ALL COMMITTEES:** Consideration of FL-AL Resolution 20-07 Adoption of Targets for Transit Safety Performance Measures – *Mr. Rob Mahan, ECRC Staff*
4. **ALL COMMITTEES** - Consideration of Resolution FL-AL 21-06 Adopting the Berryhill Road West Corridor Management Plan (CMP) Scope of Services to Start after February 1, 2021, and Authorizing Execution of Consultant Task Order – *Ms. Caitlin Cerame, ECRC Staff*
5. **TPO ONLY** - Consideration of Resolution FL-AL 21-05 Approving an Addendum to an Interlocal Agreement Between the Emerald Coast Regional Council (ECRC), the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs, and Washington and Holmes Counties, Naming the ECRC as the Designated Regional Transportation, Per Section 339, Florida Statute – *Mr. Austin Mount, ECRC CEO*

F. **ACTION:**

1. **ENCLOSURE A – ALL COMMITTEES** – Consideration of Resolution FL-AL 21-01 Accepting the FDOT Fiscal Years 2022 -2026 Tentative Work Program – *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
2. **ENCLOSURE B – ALL COMMITTEES – TPO ROLL CALL VOTE:** Consideration of Resolution FL-AL 21-03 Amending the FY 2021-2025 Transportation Improvement Program to Add the Design and Construction Phases for Longleaf Drive from Pine Forest Road to East of Wymart Road Capacity Project, Locally Funded in FY 2020/2021 for Design and Locally Funded in FY 2021/2022 for Construction at a Total Cost of \$5,500,000 – *Mr. Gary Kramer, ECRC Staff*

3. **ENCLOSURE C – ALL COMMITTEES – TPO ROLL CALL VOTE:** Consideration of Resolution FL-AL 21-09 Amending the FY 2021-2025 Transportation Improvement Program to Add the Construction Phase for SR 95 (US 29) from Blount Street to Old Chemstrand Road, Lighting Project for Financial Project Identification (FPID) Number 4460342 Funded in FY 2020/2021 for Construction for a Total Cost of \$497,000– *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
4. **ENCLOSURE D – ALL COMMITTEES – TPO ROLL CALL VOTE:** Consideration of Resolution FL-AL 21-10 Amending the FY 2021-2025 Transportation Improvement Program to Add the Design Phase for CR 292A Gulf Beach Highway from East of Ponte Verde Road to West of Longwood Drive Emergency Repair Project for Financial Project Identification (FPID) Number 4488052 in FY 2020/2021 for Design for a Total Cost of \$34,758– *Mr. Bryant Paulk, AICP, FDOT Urban Liaison*
5. **ENCLOSURE E - ALL COMMITTEES – PUBLIC HEARING AND TPO ROLL CALL VOTE:** Consideration of Resolution FL-AL 21-04 to Amend the Florida-Alabama 2045 Long-Range Transportation Plan (LRTP) Cost Feasible Plan by Correcting the Non-SIS Revenue Forecast in Comparison to Non-SIS Project Cost, Adding One Boxed Fund Project, Changing Four Projects from Fully Funded to Partially Funded, Partially Funding Three Projects, and Eliminating Funding for Two Projects – *Mr. Gary Kramer, ECRC Staff*
6. **ENCLOSURE F – ALL COMMITTEES -** Consideration Resolution FL-AL 21-08 Adopting the Public Participation Process Plan- *Ms. Brittany Ellers, ECRC Staff*
7. **ENCLOSURE G – TPO ONLY -** Appointment of a Florida-Alabama TPO Member and Alternate to Serve on the Metropolitan Planning Organization Advisory Council (MPOAC) for Calendar Year 2021- *Ms. Mary Beth Washnock, ECRC Transportation Manager*
8. **ENCLOSURE H – TPO ONLY -** Consideration of Resolution FL-AL 21-11 Regarding Time and Date of Regular TPO Meetings and Conduct of Meetings Regarding Quorum Requirements – *Ms. Mary Beth Washnock, ECRC Transportation Manager*

G. MULTI MODAL UPDATE

H. PRESENTATIONS (no action):

1. **ENCLOSURE I - ALL COMMITTEES** – Implementation of Targets for Safety Performance Measures – *Mr. Gary Kramer, ECRC Staff*

I. INFORMATION ITEMS (no presentation necessary)

1. **ENCLOSURE J - ALL COMMITTEES**

- TCC and CAC October 2020 Meeting Minutes
- FL-AL TPO October 2020 Actions Report
- Florida-Alabama TPO Mobility Profile
- Current 2021 FL-AL TPO Meeting Schedule

- J. OTHER BUSINESS-** The next Florida-Alabama TPO meeting will be **Wednesday, February 10, 2021, 9:00 a.m. at the Pensacola Bay Center 201 E Gregory St, Pensacola, FL 32502.** The TCC is scheduled to meet on Tuesday, February 08, 2021 at 10:00 a.m. The CAC is scheduled to meet Tuesday, February 08, 2021 at 5:30 p.m. Location of advisory committee meetings is TBD.

K. ADJOURNMENT

Stay up to date with TPO events and activities on Facebook at www.Facebook.com/EmeraldCoastRegionalCouncil or by subscribing to the Florida-Alabama TPO Interested Parties list: <http://eepurl.com/dlszQT>.

Questions? Email Ms. Mary Beth Washnock, Transportation Manager at Marybeth.Washnock@ecrc.org.

Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability, or family status. Reasonable accommodations for access will be made in accordance with the Americans with Disabilities Act and for languages other than English. Please notify Ms. Brittany Ellers of requirements at 850-332-7976, ext. 220 or 1-800-955-8771 for TTY-Florida at least 48 hours in advance.

Introduzca la participación del público se solicita, sin distinción de raza, color, origen nacional, sexo, edad, religión, discapacidad o estado familiar. La OPC hará arreglos razonables para el acceso a esta reunión de acuerdo con el Americans with Disabilities Act, y para los requisitos de idioma que no sea Inglés. Notifique a la Ada Clark (Ada.Clark@ecrc.org) de los requisitos de acceso o el idioma en el 850-332-7976 ext. 227 o 1-800-955-8771 para TTY-Florida al menos 48 horas de antelación.

CONSENT AGENDA

CONSENT AGENDA ITEMS

- 1) ALL COMMITTEES - Approval of October 2020 Meeting Minutes
- 2) ALL COMMITTEES - Consideration of Resolution FL-AL 21-02 to Adjust the 4- year Targets (2021) for System Performance (PM 3) for the Alabama Department of Transportation - Mr. Gary Kramer, ECRC Staff
- 3) ALL COMMITTEES - Consideration of FL-AL Resolution 20-07 Adoption of Targets for Transit Safety Performance Measures – Mr. Rob Mahan, ECRC Staff
- 4) ALL COMMITTEES - Consideration of Resolution FL-AL 21-06 Adopting the Berryhill Road West Corridor Management Plan (CMP) Scope of Services to Start after February 1, 2021, and Authorizing Execution of Consultant Task Order – Ms. Caitlin Cerame, ECRC Staff
- 5) TPO ONLY - Consideration of Resolution FL-AL 21-05 Approving an Addendum to an Interlocal Agreement Between the Emerald Coast Regional Council (ECRC), the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs, and Washington and Holmes Counties, Naming the ECRC as the Designated Regional Transportation, Per Section 339, Florida Statute –Mr. Austin Mount, ECRC CEO

CONSENT AGENDA

ITEM #1

FL/AL TPO OCTOBER

2020 MEETING MINUTES

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION (TPO)
MEETING MINUTES
EMERALD COAST REGIONAL COUNCIL (Designated staff)
Virtual GoToMeeting
October 14, 2020

MEMBERS IN ATTENDANCE

Steven Barry, Chairman	Escambia County Commission
Dave Piech, Vice Chair	Santa Rosa County Commission
Robert Bender	Escambia County Commission
Jeff Bergosh	Escambia County Commission
Lumon May	Escambia County Commission
Doug Underhill	Escambia County Commission
Cherry Fitch	Gulf Breeze Mayor
Jerry Johnson	Orange Beach City Council
Ann Hill	Pensacola City Council
Robert Cole	Santa Rosa County Commission
Don Salter	Santa Rosa County Commission

MEMBERS NOT IN ATTENDANCE

Charles Gruber	Baldwin County Commission
Mary Ellen Johnson	Milton City Council
Jewel Cannada-Wynn	Pensacola City Council
Jared Moore	Pensacola City Council
P. C. WU	Pensacola City Council
Lane Lynchard	Santa Rosa County Commission
Sam Parker	Santa Rosa County Commission

OTHERS IN ATTENDANCE

Vince Beebe	ALDOT
Griffin Powell	City of Orange Beach
Mike Ziarnek	City of Pensacola
Ryan Novota	City of Pensacola
Ben Faust	DRMP, Inc.
Tonya Ellis	Escambia County Area Transit
Christy Johnson	FDOT
Bryant Paulk	FDOT
Shawn Dikes	HDR Engineering
Cory Wilkinson	HDR Engineering
Shawn Ward	Santa Rosa County
Zakkiyyah Osuigwe	Santa Rosa County
Darlene Hart	Santa Rosa County
Wiley Page	Atkins

Colby Cleveland	FDOT
Trevor Schaettle	Florida House of Representatives
Philip Shad	Atkins
Jim Martin	FDOT
Brian Waterman	HDR
Sean Bullington	Citizens' Advisory Committee
John Fisher	Escambia County
Christine Fanchi	Escambia County
Randy Jorgenson	City of Milton

EMERALD COAST REGIONAL COUNCIL STAFF

Austin Mount
 Brittany Ellers
 Caitlin Cerame
 Gary Kramer
 Howard Vanselow
 Jill Lavender Nobles
 Maggie Lichtenwalner
 Mary Beth Washnock
 Mary Jo Gustave
 Rae Emary-McFee
 Rob Mahan
 Tiffany Bates

A. CALL TO ORDER/INVOCATION/PLEDGE/BOARD MEMBER ROLL CALL

Chairman Barry called the meeting to order.

B. APPROVAL OF AGENDA

Councilman Hill moved to approve the September 2020 agenda. Commissioner Bender seconded the motion, and it was unanimously approved.

C. PUBLIC FORUM

Mr. Mike Kilmer spoke in support of not utilizing funds from public transportation to fund the road diet of other projects. Mr. Kilmer stated that public transportation is important to the citizens of Brownsville.

D. FDOT/ALDOT/ECRC UPDATES:

1. FDOT UPDATE Mr. Bryant Paulk, AICP, or Ms. Christy Johnson, AICP, Florida Department of Transportation (FDOT) Urban Liaisons.

Mr. Paulk reported on the repairs to the Pensacola Bay Bridge. He stated that the repair schedule is anticipated to last six months, reopening the bridge in March 2021. He said that updates on the project will be posted at www.FDOT.gov/info/pensacolabay. Mr. Paulk stated that the department is coordinating with ECAT to help fund a route from the Pensacola Bay Center to Tiger Point in Gulf Breeze.

Commissioner Bergosh asked how the department is managing the Nine Mile Road project with it being behind schedule.

Mr. Paulk stated that he will have the project manager reach out and address any questions or concerns.

Commissioner Bergosh asked for an update on the ferry service between Pensacola and Gulf Breeze.

Mr. Paulk stated that the county is coordinating with the Department of Transportation Transit Office and is working towards acquiring ferries for passenger transportation at this time. He advised Commissioner Bergosh to contact the local county's office for an update.

2. ALDOT UPDATE Mr. Vincent Beebe, P.E., Alabama Department of Transportation (ALDOT)

Mr. Beebe gave an update on the SR-180 widening from Foley Beach Express to west of SR-181. He reported that clean-up operations from Hurricane Sally are underway and are working between the utilities and roadway contractors. Mr. Beebe stated that construction completion is anticipated at the beginning of 2021.

Mr. Beebe reported that ALDOT is currently finalizing the design for the new roadway and bridge from SR-180 to the Foley Beach Express. He stated that ALDOT is currently completing some remaining ROW acquisition and is acquiring United States Coast Guard permits. Mr. Beebe reported that the current anticipated construction letting for the bridge project will be towards the beginning of 2021 and the roadway project should let towards the middle of 2021.

Mr. Beebe gave an update on the CR 99 shoulder widening project. He stated that the design has been finalized, the environmental documents have been obtained and the anticipated letting date is within the next few months.

Mr. Beebe reported on an upcoming resurfacing project for SR-182 with an anticipated letting date in December.

E. CONSENT:

1. **ALL COMMITTEES Approval of September 2020 Meeting Minutes.**

Councilwoman Hill moved to approve the September meeting minutes. Commissioner Bergosh seconded the motion, and it was unanimously approved.

F. ACTION:

1. **ENCLOSURE A – ALL COMMITTEES – TPO ROLL CALL VOTE: Consideration of Resolution FL-AL 20-23 Amending the FY 2021-2025 Transportation Improvement Program to Add the Design and Construction Phases for Pea Ridge Connector from US 90 to Hamilton Bridge Road Capacity Project Locally Funded in FY 2020/2021 at a Total Cost of \$14,500,000 – Mr. Gary Kramer, ECRC Staff**

Mr. Kramer presented. There were no questions or comments.

Commissioner Cole moved to authorize the TPO chairman to sign Resolution FL-AL 20-23 amending the FY 2021-2025 Transportation Improvement Program to add the design and construction phases for Pea Ridge Connector from US 90 to Hamilton Bridge Road capacity project, locally funded in FY 2020/2021 at a total cost of \$14,500,000. Councilwoman Hill seconded the motion.

Roll Call Vote:

Jerry Johnson	Yes
Ann Hill	Yes
Steven Barry	Yes
Jeff Bergosh	Yes
Lumon May	Yes
Robert Bender	Yes
Doug Underhill	Yes
Dave Piech	Yes
Robert Cole	Yes
Don Salter	Yes
Cherry Fitch	Yes

The motion was unanimously approved.

2. **ENCLOSURE B – ALL COMMITTEES – TPO ROLL CALL VOTE: Consideration of Resolution FL-AL 20-24 to Adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan – Mr. Gary Kramer, ECRC Staff**

Mr. Kramer presented. He stated that the TCC recommended approval to leave the remaining funds to ECAT and to partially fund the West Cervantes Street road diet with matching funds. He stated that the CAC recommended approval as originally presented by staff.

Mr. Mount reported that after reviewing the final draft it was noted that project number 31, West Cervantes Street, was added to the bottom of the list and funds were not allocated towards construction on this project because by default funds typically go to the first priority and so forth. He stated that this project has the strong support of this board, the city and the county and in order for this project to move forward, funds need to be shifted around.

Mr. Mount reported that the cost estimate for the road diet for West Cervantes Street is \$12,650,000 which will carry the project to construction and completion. He stated that funds were double programmed towards ATMS, which freed up about 7 million dollars and 6 million dollars is still needed to make up the difference. He said at the discretion of this board, funds can be taken from any project list to make up the remain difference.

Chairman Barry proposed moving 15.7 million dollars from the Sorrento Road project to finish the US-29 connector and another six million dollars from the Sorrento Road project to the road diet for Cervantes Road.

Commissioner Underhill stated that he could support funding the US-29 connector but could not support moving any additional funding from the Sorrento Road project. He stated that the capacity improvement at Sorrento Road was supposed to have been four lanes 10 or 15 years ago but has been put on hold for a lack of funding.

Commissioner May stated that he supports the Cervantes road diet and Chairman Barry's proposed recommendation.

Mr. Shawn Ward, speaking on behalf of Commissioner Cole, stated that Santa Rosa County supports the proposal recommended by Chairman Barry to allocate funding from number 23 to fund those deficiencies in other project areas.

Chairman Barry stated that the amendment that he is asking the TPO to consider would be to move funds from project item 23 to ROW that has \$36.7 million in it from Sorrento Road and distribute those funds to the US-29 connector project and the road diet for Cervantes. He said this will not impact any other projects and will leave a substantial amount of funding for the ROW.

Commissioner May moved to authorize the TPO chairman to sign Resolution FL-AL 20-24 to adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan with the amendment presented and to authorize staff to convert the projects into Project Phases for the following fiscal year groupings 2020-2025 (TIP); 2026-2030; 2031-2035; and 2036-2045 using “year of expenditure dollars”; and approval of a motion that recognizes the following items have been approved by the TPO and will be summarized in the 2045 Long Range Transportation Plan Final Report: Goals Objectives Resolution 19-16 adopted on July 10, 2019; Financial Resources Resolution 20-03 adopted on February 12, 2020; Evaluation Criteria Resolution 20-03 adopted on February 12, 2020; Congestion Management Process Major Update Resolution 20-07 adopted on May 13, 2020; 2045 Needs Plan Resolution 20-14 adopted on July 8, 2020; and 2045 Cost Feasible Plan Resolution 20-24 adopted on October 14, 2020. Councilwoman Hill seconded the motion.

Commissioner Underhill stated that he would ask all members who vote to recognize that by pulling the money out of a project that has already been started, is against the desire of those civilians being represented.

Roll Call Vote:

Jerry Johnson	Yes
Ann Hill	Yes
Steven Barry	Yes
Jeff Bergosh	Yes
Lumon May	Yes
Robert Bender	Yes
Doug Underhill	No
Dave Piech	Yes
Robert Cole	Yes
Don Salter	Yes
Cherry Fitch	Yes

The motion was approved with Commissioner Underhill opposed.

G. MULTI MODAL UPDATE:

Ms. Ellis reported on the service route from the Pensacola Bay Center to Garcon Point and then to Tiger Point Community Center. She said funding has been coordinated through FDOT and is looking for additional funding to extend the route to go to Pensacola Beach. She stated that ECAT is looking into additional transit for riders once getting off the ferry either on the Pensacola side or Gulf Breeze side.

Commissioner Underhill asked what the ridership numbers are for the bus route going to Tiger Point.

Ms. Ellis stated that the daily ridership is averaging about 15. She said that ECAT is looking for additional funding to extend the route to go to the beach as the previous route did.

Commissioner Underhill asked if data were being collecting on how many riders would be expected on a daily basis if the route was extended.

Ms. Ellis stated that no official survey has been completed but usually that service route from ECAT to Pensacola Beach would run three times a daily, averaging 19 riders each trip.

H. PRESENTATIONS (no action):

1. ENCLOSURE C – ALL COMMITTEES Update on the Escambia/Santa Rosa Regional Advanced Traffic Management System (ATMS) and Traffic Signalization Tasks of the Existing Joint Participation Agreement (JPA) – Mr. Ben Faust, PE, DRMP, Inc.

Mr. Faust presented.

Commissioner Underhill asked if a lesson learned assessment could be put together to underline how the system infrastructure held up during Hurricane Sally.

Mr. Faust stated that he would work with the traffic engineer and put together a report.

2. ENCLOSURE D – ALL COMMITTEES Review of the Draft Berryhill Road West Corridor Management Plan (CMP) Scope of Services – Ms. Caitlin Cerame, ECRC staff

Ms. Cerame presented. There were no questions or comments.

3. ENCLOSURE E – ALL COMMITTEES Escambia County Area Transit Update to the Transit Development Plan – Mr. Rob Mahan, ECRC Staff

Mr. Mahan and Mr. Shawn Dikes from HDR Engineering presented. There were no questions or comments.

I. INFORMATION ITEMS (no presentation necessary)

1. ENCLOSURE J - ALL COMMITTEES

- **TCC and CAC September Meeting Minutes**
- **FL-AL TPO July 2020 Actions Report**
- **Letter to FDOT: Signed Resolution FL-AL 20-19 Amendment to FY 2021-2025 Transportation Improvement Program (TIP)**
- **Letter to FDOT: Signed Resolution FL-AL 20-20 Amendment to the FY 2021-2025 Transportation Improvement Program (TIP)**
- **Letter to FDOT: Signed Resolution FL-AL 20-21 Amendment to the FY 2021-2025 Transportation Improvement Program (TIP)**
- **Administrative Amendment to the Transportation Improvement Program (TIP) of the Florida-Alabama Transportation Planning Organization (TPO)**
- **Current 2020 FL-AL TPO Schedule**

- J. OTHER BUSINESS** – The next Florida-Alabama TPO meeting will be Wednesday, December 9, 2020 at 9:00 a.m., at the Pensacola Bay Center – 201 E Gregory St, Pensacola, FL 32502. Advisory committee meetings: The TCC will meet on Tuesday, December 8, 2020 at 10:00 a.m. The CAC is scheduled to meet Tuesday, December 8, 2020 at 3:00 p.m., Pensacola Bay Center – 201 E Gregory St, Pensacola, FL 32502

Mr. Mount recommended a review of the bylaws in regards to the quorum requirement. He stated that the current number is set at 11, which is greater than a majority. He said that would recommend that the quorum be lowered to 9.

Chairman Barry stated that he supports the revision of the bylaws in regards to the quorum.

Councilwoman Hill and Mayor Fitch both agreed.

K. ADJOURNMENT

The meeting was adjourned at 10:35 A.M.

CONSENT AGENDA

ITEM #2

CONSENT AGENDA ITEM #2

ALL COMMITTEES

SUBJECT: Consideration of Resolution FL-AL 21-02 to Adjust the 4-year Targets (2021) for System Performance (PM 3) for the Alabama Department of Transportation

ORIGIN OF SUBJECT: Federal Transportation Legislation “Moving Ahead for Progress in the 21st Century (MAP 21) Act” and “Fixing America’s Surface Transportation (FAST) Act” , Federal Highway Administration, and Alabama Department of Transportation

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The System Performance Measures (PM 3) were adopted by the Florida-Alabama Transportation Planning Organization (TPO) on September 12, 2018 by Resolution 18-24 which complied with the November 14, 2018 due date. The TPO is only required to adopt 4-year targets, while the Departments of Transportation are required to adopt 2 year and 4 year targets.

The Departments of Transportation had the option to adjust the 4-year targets in their Mid-Performance Period Progress Report which was due to Federal Highway Administration on October 1, 2020. In the mid performance period progress report, ALDOT elected to modify its 4-year targets to better support the decision making process for investment strategies which is illustrated in the table below and stated in an August 7, 2020 letter to the TPOs. FDOT did not elect to modify their 4-year targets.

The TPO now has to either accept the ALDOT 4-year (2021) targets, support one or two of ALDOT’s 4-year (2021) targets, or establish its own 4-year (2021) targets by March 29, 2021. In the September 12, 2018 adoption, the TPO accepted the ALDOT targets with the understanding that no interstates exist in the TPO’s Alabama portion of the Metropolitan Planning Area. If the TPO elects to go with their own targets, data collection for all public roads in the Metropolitan Planning Area will need to occur. Since the Metropolitan Planning Area does not encompass all of Baldwin, Escambia, and Santa Rosa counties, and the targets for Florida are based on the FDOT targets, it is recommended that the TPO accept the ALDOT new 4-year (2021) targets with the understanding that no interstates exist within it.

SYSTEM PERFORMANCE

Entity	Percent of Person Miles Traveled on Interstate System that is Reliable ¹		Percent of Percent of Person Miles Traveled on Non-Interstate System that is Reliable ¹		Truck Travel Time Reliability Index ²	
	4 Year (2021)	New 4 Year (2021)	4 Year (2021)	New 4 Year (2021)	4 Year (2021)	New 4 Year (2021)
FDOT	70	No Change	50	No Change	2.0	No Change
ALDOT	96.4	92.0	93.6	90.0	1.21	1.30
TPO for Florida Portion	70	No Change	50	No Change	2.0	No Change

TPO for Alabama Portion	N/A	N/A	93.6	90.0	N/A	N/A
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¹Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.

² Seeks to assess how reliable the interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

Attached are the following:

- Resolution FL-AL 21-02
- ALDOT August 7, 2020 Letter to TPOs

RECOMMENDED ACTION: Approval of a motion to authorize the TPO chairman to sign Resolution FL-AL 21-02 to adjust the 4-year targets (2021) for System Performance (PM 3) for the Alabama Department of Transportation. This action is recommended to comply with the March 29, 2021 deadline to adjust the 4-year (2021) targets for System Performance. Please contact Mr. Gary Kramer ECRC Staff, at gary.kramer@ecrc.org or (850) 332-7976, Extension 219, if additional information is needed.

RESOLUTION FL-AL 21-02

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADJUSTING TARGETS FOR SYSTEM PERFORMANCE MEASURES

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

WHEREAS, Federal Highway Administration issued a final rule based on section 1203 of the Moving Ahead for Progress in the 21st Century (MAP-21) and with considerations to provisions in the Fixing America's Surface Transportation (FAST) Act, which established five safety performance measures; and

WHEREAS, the Florida and Alabama Departments of Transportation have developed targets for system performance and the Florida-Alabama TPO adopted system performance targets on September 12, 2018; and

WHEREAS, the Alabama Department of Transportation has adjusted the 4-year targets (2021) in their Mid-Performance Period Progress Report as stated in an August 7, 2020 letter to the TPOs;

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

The Florida-Alabama TPO adjusts the following 4-year (2021) targets for Alabama for **SYSTEM PERFORMANCE with the understanding that there are no interstates in the Alabama portion of the TPO's Metropolitan Planning Area:**

- **Percent of Person Miles Traveled on Interstate System that is Reliable - Alabama: "Not Applicable"** since there is no interstate system in the Alabama portion of the Florida-Alabama TPO.
- **Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable -Alabama: "90.0"** to support ALDOT's 2021 target.
- **Truck Travel Time Reliability Index - Alabama: "Not Applicable"** since there is no interstate system in the Alabama portion of the Florida-Alabama TPO.

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

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

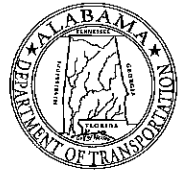
BY: _____
Steven Barry, Chairman

ATTEST: _____



ALABAMA DEPARTMENT OF TRANSPORTATION

1409 Coliseum Boulevard, Montgomery, Alabama 36110



Kay Ivey
Governor

August 7, 2020

John R. Cooper
Transportation Director

MEMORANDUM

TO: Metropolitan Planning Organizations

FROM: Clay McBrien
State Office Engineer

BY: Sonya R. Baker *Sonya Baker*
Assistant Bureau Chief, Planning Studies Section

SUBJECT: System Performance Measures (PM3)
Adjustment to Statewide Four (4)-Year Targets

This memo serves as written notification of Alabama Department of Transportation's (ALDOT) intent to adjust the four (4)-year targets for the System Performance Measures (PM 3). FHWA allows State DOTs the option to adjust its four (4)-year targets in the Mid Performance Period Progress Report, which is due October 1, 2020. Attached are the adjusted targets.

In accordance with the Alabama Performance Management Agreement, Section 2: Selection of Transportation Performance Targets, a, ii:

"MPOs will be given the opportunity to provide comment on the STATE targets no less than 30 days prior to the STATE's establishment or revision of highway targets."

Written comments should be submitted by **Monday, September 7, 2020**. (Emails will be accepted). The adjusted targets will become effective on **October 1, 2020 for a two(2)-year period, ending on October 1, 2022**. MPOs will then have a 180-day time period in which they can either choose to support the statewide targets or set their own targets. The deadline date is **Monday, March 29, 2021**. Also, MPOs should provide written notification to ALDOT if they agree to support the statewide targets. (Section 2, b, ii)

Please submit comments to Ms. Toni M. Arrington by email arringtont@dot.state.al.us or if you have any questions, you may contact her at (334) 242-6085.

CMB:SRB/rs

Attachment

C: Mr. Don Arkle, Chief Engineer (electronic)
Mr. Ed Austin, Policy and Planning, Assistant Chief Engineer (electronic)
Mr. Joe Lister, Deputy State Office Engineer (electronic)
Mr. Michael Hora, Assistant Bureau Chief, Planning, Local Transportation (electronic)
Mr. Bryan Fair, Assistant Planning Engineer, Local Transportation (electronic)
Ms. Toni Arrington, Transportation Planner Senior, Planning Studies (electronic)
FHWA
File

Alabama Statewide Performance Measure Targets
System Performance Measures (PM3)
Adjusted Targets

In accordance with 23 USC 150(d)(1) and 23 CFR 490.105, each state must set performance targets that reflect the measures established for System Performance Measures. The Alabama Department of Transportation issues the following adjustment to the PM3 statewide targets:

System Performance Measure	Baseline 2018	Original 4-Year Target 2022	Adjusted 4 -Year Target 2022	Comments
% of Person-Miles traveled on Interstate System that is Reliable	96.4%	96.4%	92.0%	Adjusted targets will better support the decision-making process for investments strategies.
% of Person-Miles traveled on Non-Interstate System that is Reliable	93.8%	93.6%	90.0%	
Truck Travel Time Reliability Index	1.19	1.21	1.30	
Total Emissions Reductions Targets (applicable to Birmingham Area Only)				
PM 2.5 (kg/day)	28.895	42.413	19.07	Adjusted targets were discussed with Regional Planning Commission of Greater Birmingham.
NOx (kg/day)	337.404	312.667	165.20	
VOC (kg/day)	33.969	32.429	28.17	

The above targets will become effective on **October 1, 2020.**

MPOs will then have 180-day time period to choose to support the statewide targets or develop their own targets for system performance measures.

Targets should be set no later than **Monday, March 29, 2021.**

CONSENT AGENDA

ITEM #3

CONSENT AGENDA ITEM #3

ALL COMMITTEES

SUBJECT: Adoption of Targets for Transit Safety Performance Measures

ORIGIN OF SUBJECT: Federal Transportation Legislation “Moving Ahead for Progress in the 21st Century (MAP-21) Act” and “Fixing America’s Surface Transportation (FAST) Act”, Federal Highway Administration, and Alabama and Florida Departments of Transportation

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: TPOs have one year from the establishment of the transit agency safety targets to establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), to use in tracking progress toward attainment of critical outcomes for the region of the TPO (49 CFR§450.306(d)). Since the Florida-Alabama TPO Planning Boundary crosses state lines, the TPO must plan and program projects to contribute towards separate targets—one set for each state in which the planning area exists. Baldwin County established safety targets for BRATS on April 20, 2020 and Escambia County established safety targets for ECAT on December 10, 2020. The TPO can either accept the agency targets or establish their own targets.

Both Baldwin County and Escambia County set the same safety targets for fatalities, injuries, and events for their transit agency. These targets are shown in the table below.

Entity	Number of Fatalities	Rate of Fatalities per Revenue Mile	Number of Injuries	Rate of Injuries per Revenue Mile	Safety Events	Safety Events per Revenue Mile	System Reliability
BRATS DR	0	0	0	0	0	0	185,232
ECAT DR	0	0	0	0	0	0	70,632
ECAT FR	0	0	0	0	0	0	90,850

FR and DR (in the table) refer to modes: Fixed Route and Demand Response. A safety event is defined as a collision, derailment, fire, hazardous material spill, act of nature (Act of God), evacuation, or other safety occurrence not otherwise classified occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established National Transit Database (NTD) thresholds. System Reliability is defined as mean distance between major mechanical failures by mode. A major mechanical failure is a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.

Attached is the following:

- Resolution FL-AL 21-07

RECOMMENDED ACTION: Approval of a motion to authorize the TPO chairman to sign Resolution FL-AL 21-07 adopting transit safety targets. TPOs have one year from the establishment of the transit agency safety targets to establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), to use in tracking progress toward attainment of critical outcomes for the region of the TPO (49 CFR§450.306(d)). Please contact Mr. Rob Mahan ECRC Staff, at rob.mahan@ecrc.org or (850) 332-7976, Extension 216, if additional information is needed.

RESOLUTION FL-AL 21-07

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING TARGETS FOR TRANSIT SAFETY MEASURES

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

WHEREAS, on July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area formula grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS); and

WHEREAS, Metropolitan Planning Organizations (MPOs) are required to set their initial transit safety targets no more than 180 days after receipt of the Agency Safety Plan from public transportation providers; and

WHEREAS, Baldwin Rural Area Transportation System (BRATS) adopted transit safety targets in April of 2020 and Escambia County Area Transit (ECAT) adopted transit safety targets in December of 2020;

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

The Florida-Alabama TPO adopts the following transit safety targets -Demand Response (DR) and Fixed Route (FR):

	<u>BRATS (DR)</u>	<u>ECAT (DR)</u>	<u>ECAT (FR)</u>
• Fatalities	0	0	0
• Injuries	0	0	0
• Safety Events	0	0	0
• System Reliability	185,235	70,632	90,850

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

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____

Steven Barry, Chairman

ATTEST: _____

CONSENT AGENDA

ITEM #4

CONSENT AGENDA ITEM #4 ALL COMMITTEES

SUBJECT: Consideration of Resolution FL-AL 21-06 Adopting the Berryhill Road West Corridor Management Plan (CMP) Scope of Services to Start after February 1, 2021, and Authorizing Execution of Consultant Task Order

ORIGIN OF SUBJECT: Task 5 of the Unified Planning Work Program (UPWP)

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The UPWP, which describes the planning work tasks and budget for each TPO fiscal year, includes Corridor Management Plans in Task 5: Planning and Studies. The purpose of corridor management planning is to identify low cost strategies and projects to improve traffic flow and safety for all modes of travel within the designated corridor.

The corridor of Berryhill Road West was identified in consultation with Santa Rosa County. The study area limits extend from the Chumuckla Highway and Berryhill Road. intersection, eastward to the Locklin Technical College entrance. This project will analyze a new segment of Berryhill Road that was not part of the 2019 Berryhill Road CMP and review its previous recommendations for consistency. The Florida Department of Transportation (FDOT) and the Florida Division of the Federal Highway Administration (FHWA) had no comment on the scope of services. The draft scope was brought to the Florida-Alabama TPO for review in October and was available for public comment on the Emerald Coast Regional Council website.

The scope of Services may be found on the website at:

https://www.ecrc.org/programs/transportation_planning/plans_and_documents/index.php#outer-147

Attached are the following:

- Resolution FL-AL 21-06
- Map of Project Limits
- Scope of Services

RECOMMENDED ACTION: Approval of a motion authorizing the TPO chairman to sign Resolution FL-AL 21-06 adopting the Berryhill Road West Corridor Management Plan (CMP) Scope of Services to start after February 1, 2021, and authorizing execution of the Consultant Task Order. The purpose of this corridor management planning is to identify low cost strategies and projects to improve traffic flow and safety for all modes of travel within the designated corridor. Please contact Ms. Caitlin Cerame, TPO staff, at 850-332-7976, Extension 203 or caitlin.cerame@ecrc.org if additional information is needed.

RESOLUTION FL-AL 21-06

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE SCOPE OF SERVICES FOR THE BERRYHILL RD WEST CORRIDOR MANAGEMENT PLAN AND AUTHORIZING EXECUTION OF CONSULTANT TASK ORDER

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

WHEREAS, the Florida-Alabama TPO Unified Planning Work Program (UPWP) includes tasks for development of a Corridor Management Plan (CMP) for each fiscal year; and

WHEREAS, the TPO selected the west end of Berryhill Road from the Chumuckla Highway intersection to the Locklin Technical College entrance; and

WHEREAS, the Berryhill Road West CMP Scope of Services has been reviewed by the Florida Department of Transportation (FDOT) and Florida Division of the Federal Highway Administration (FHWA);

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

1. The TPO adopts the Scope of Services for a Corridor Management Plan for Berryhill Road, from the Chumuckla Highway intersection to the Locklin Technical College entrance, to be completed by the TPO's General Planning Consultant and Emerald Coast Regional Council (ECRC) staff to start after February 1, 2021.
2. The TPO authorizes the ECRC staff to negotiate a final scope of services with the TPO's General Planning Consultant and issue a task order to complete the Corridor Management Plan.

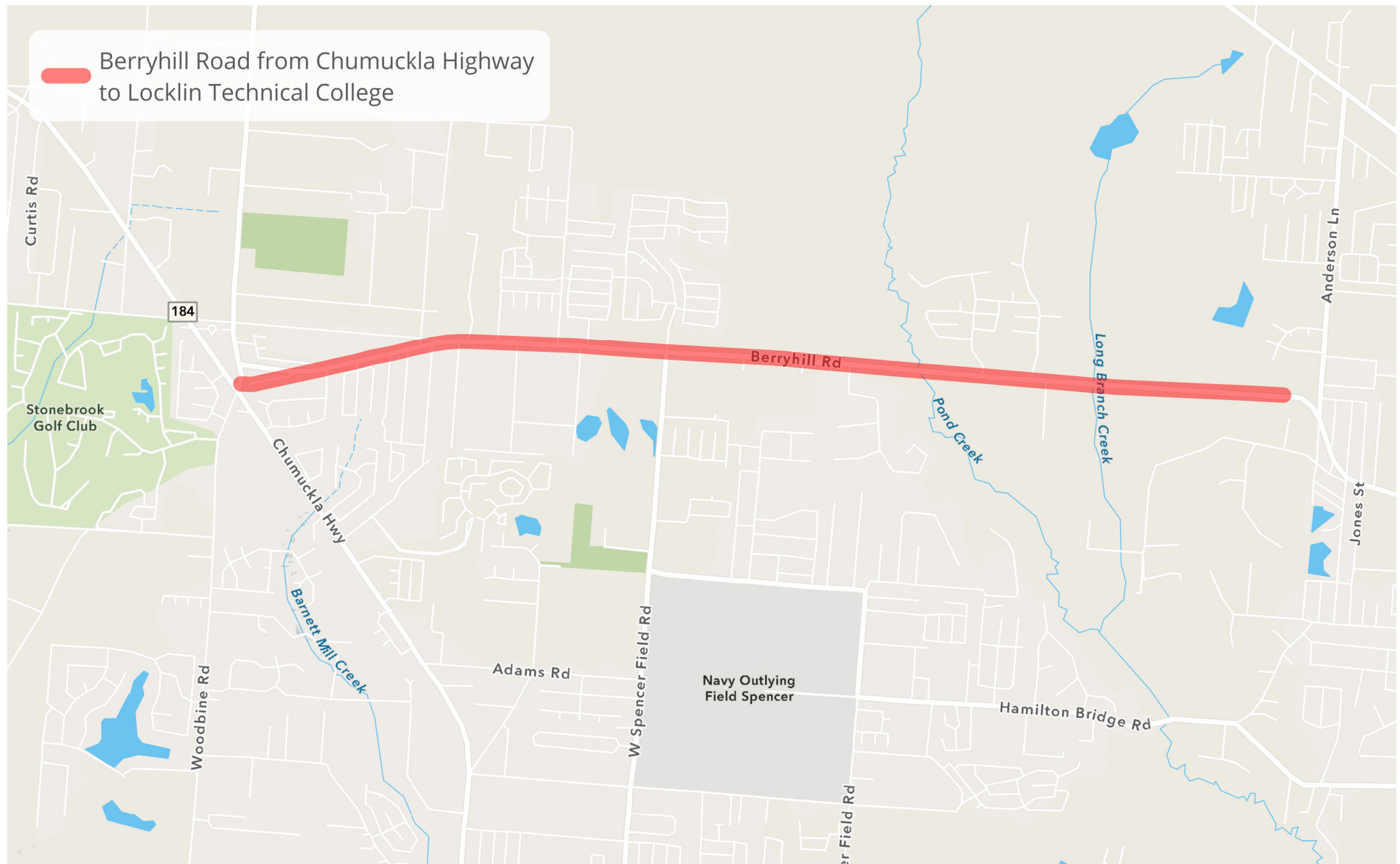
Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 13th day of January 2021.

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

ATTEST:_____

BY: _____
Steven Barry, Chairman

Berryhill Road West Corridor Management Plan



Florida-Alabama



Transportation Planning Organization

9/24/2020 FINAL TPO January 2021 Agenda

0 0.5 1 2 Miles



**FLORIDA-ALABAMA
TRANSPORTATION PLANNING ORGANIZATION
Berryhill Road West Corridor Management Plan
Scope of Services**

Project Name:	Berryhill Road from Chumuckla Highway to Locklin Technical College Corridor Management Plan
Purpose:	To identify operational, and safety improvements needed to support all modes of transportation including roadway capacity, and bicycle and pedestrian movements
Consultant Contract Manager:	Wiley Page, AICP, Atkins
Consultant Team Task Manager:	Philip Shad, AICP, PTP, Atkins
Consultant Staff:	<i>Philip Shad, AICP, PTP, Atkins Wiley Page, AICP, Atkins Kent Blunt, PE, Atkins Rebecca Dennis, AICP Atkins Chris Russo, PE, PTOE, Atkins</i>
Assistance From Others:	TPO Staff (Caitlin Cerame, Project Manager) Santa Rosa County Public Works Staff Santa Rosa County Planning Staff Santa Rosa County School Board Transportation Staff Santa Rosa County Sheriff's Department
Deliverable(s):	<ul style="list-style-type: none"> Corridor Management Plan that outlines proposed improvements to the corridor Presentations to local agencies and officials
Information Needed From Client:	Project description in TPO Unified Planning Work Program and the Task Scope of Service
Proposed Fee	\$74,000.00
Proposed Schedule	The CONSULTANT has nine (9) months from the Notice to Proceed Date to complete the Corridor Management Plan

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION (TPO)

BERRYHILL ROAD CORRIDOR MANAGEMENT PLAN (CMP)

SCOPE OF SERVICES

A. GENERAL CORRIDOR INFORMATION

Berryhill Road is functionally classified as an urban minor arterial and is approximately 4.8 miles long. The local jurisdiction is unincorporated Santa Rosa County and it is in County Commission Districts 1 and 3. The study segment is a 2-lane rural design with an open drainage system. No bicycle or pedestrian facilities are located on Berryhill Road within the study area. The 2019 Florida Department of Transportation (FDOT) Average Annual Daily Traffic (AADT) counts range from 10,500 to 12,000.

B. PURPOSE OF CORRIDOR MANAGEMENT PLAN

The Berryhill Road West Corridor Management Plan (CMP) will explore the potential to implement projects to improve pedestrian and bicycle facilities as well as to address safety issues, and traffic operations along the corridor. This CMP is an extension of the Berryhill Road East CMP that was adopted in July 2019.

CMP Objectives

- A. To determine the Corridor's existing and future transportation demands for all modes of travel.
- B. To generally describe natural, physical, environmental, social, political, operational, and economic constraints within the Corridor that could have a negative effect upon any proposed improvements.
- C. To provide sufficient preliminary engineering and environmental information using standard typical sections and sketch planning techniques to serve as input for future project production activities.
- D. To maximize the public's participation in all phases of the planning process.
- E. To develop a CMP that:
 - 1. Identifies projects needed to improve the safe movement of all modes of travel.
 - 2. Includes general cost estimates for each recommended project to allow the TPO, state and Santa Rosa County to determine funding strategies.
 - 3. Recommends improvements that increase comfortable access for a variety of users.
 - 4. Creates transportation compatibility with community context.

C. DESCRIPTION OF SERVICES

The **CONSULTANT** will work in partnership with Santa Rosa County, the Florida Department of Transportation (FDOT), and the Florida-Alabama TPO to analyze the corridor and provide recommendations for future mobility improvements to better serve residents and visitors of the County.

This scope describes the proposed tasks to develop the set of mobility and safety solutions for the Berryhill Road corridor. Each task contributes to an overall report summarizing study efforts and recommendations for improvements of the corridor that will set the groundwork for the implementation of future mobility projects. The goals of the study are as follows:

- Assess traffic operations along the segments and at key intersections.
- Evaluate safety issues along the corridor with a focus on pedestrian crossing safety at both signalized and unsignalized intersections.
- Assess roadway improvements, such as constructing a three lane sections, to reduce vehicular conflicts and improve safety along the corridor.
- Solicit input from the public and a Project Advisory Team (PAT) throughout the course of the project. This team will provide guidance to the **CONSULTANT** when recommending the preferred alternative.

D. TASKS

The **CONSULTANT** will be responsible for the following major tasks:

- Field Review
 - Atkins will conduct two (2) field reviews to the corridor to observe current conditions. Observations will include investigating vehicular volumes and movements during peak and off-peak times, documenting notable facility issues and opportunities that can be incorporated into the recommendations.
- Perform general data collection activities including:
 - Review right-of-way maps and straight-line diagrams along the study corridor;
 - A field review to observe existing operational conditions and corridor characteristics;
 - Vehicle volume and speed data; and
 - Pedestrian and bicycle crossing data.
- Perform an existing conditions analysis which includes:
 - Historical safety review for the last five years;
 - Existing and future land use as well as current zoning;
 - Existing corridor and intersection operational analysis; and
 - Issues and opportunities identification.

- Perform a future conditions assessment including the following tasks:
 - o Determine future growth rates;
 - o Forecast future traffic volumes; and
 - o Perform future no-build operational analysis.
- Develop and analyze alternatives involving:
 - o Development of typical cross sections and roadway and intersection alternatives, if needed;
 - o Development of preliminary, planning level cost estimates; and
 - o Analyze operational/multi-modal measures of effectiveness and recommend a preferred alternative.
- Development of a project schedule.

The **TPO Staff** will be responsible for the following major tasks:

- Public involvement and engagement throughout the study period.
 - o Project initiation and kick-off meeting
 - o Development of a mailing/contact list
 - o Identification of meeting site(s)
 - o Staffing two (2) public workshops
- Documentation/ Final Report
 - o Development of the Pre-Draft CMP, Draft CMP, and Final CMP documents.

E. SERVICES TO BE PERFORMED

TASK 1.0 DATA COLLECTION

The **CONSULTANT** shall collect all pertinent data on the corridor. The **CONSULTANT** will collect eight (8) hour turning movement counts at the major intersections (up to five (5) locations), vehicle speeds at two (2) locations along the corridor, and up to three (3) pedestrian crossing counts along the corridor for the a.m. and p.m. peak periods. Any counts collected by others within the previous twelve (12) months of the issuing of the NTP will be used in the capacity analyses for the study.

The latest aerial photography available from FDOT or Santa Rosa County will be used to show current conditions, hotspots, crashes and recommended improvements. The **CONSULTANT** shall field verify the accuracy of the aerials to ensure that recent roadway improvements and development access have been included in the study. The **CONSULTANT** shall collect other pertinent data as needed, including:

1. Speed limits;
2. Lane widths;
3. Intersection geometry;
4. Signal timing/phasing information for the study signalized intersections;

5. Planned and programmed roadway projects in the area. This will also include a request for any approved but unbuilt access permits on the corridor.
6. Recently completed projects in the area.
7. Existing and future land use plans.*
8. GIS data illustrating available information within the study area. This data generally consists of wetland, floodplains, threatened/endangered species and habitat, contamination, and cultural/historic sites used to identify fatal flaws with potential alternatives*; and
9. Roadway cross-sections.

****TPO will collect this data and provide to the Consultant***

1.2 Field Review

The **CONSULTANT** will perform two field reviews over the course of the project:

- o During the Existing Conditions Analysis task to observe operational characteristics in the AM and PM peak hours. This field review will also consist of verifying intersection/cross sectional geometrics along with the existing pedestrian and bicycle facilities. This review will also include a night review to observe lighting levels along the corridor.
- o During the Alternatives Analysis task to verify specific roadway characteristics that may impact concept development features. This may include the location of driveways, curb returns, drainage inlets, open swales, utilities, or review of locations where potential conflicts between the roadway elements and proposed concepts may exist.

1.3 Right-of-Way Review

The **CONSULTANT** will coordinate with the Florida Department of Transportation (FDOT) and Santa Rosa County to review ROW information within the limits of the study corridor. The ROW maps will be compared to the GIS parcel lines and utilized during Alternatives Analysis.

TASK 2.0 EXISTING CONDITIONS ANALYSIS

The **CONSULTANT** will review the existing infrastructure and transportation system (identified in the previous task) for the corridor to determine adequacy of existing facilities. Field investigations will be documented using field notes, taking manual field measurements and using GIS/GPS devices, as well as using digital photography. The Project Team will conduct the evaluation based on criteria, such as:

- Safety
- Connectivity
- Completeness of network
- Operational conditions

- Barriers and constraints
- Ability to serve the needs of all types of users

2.1 Historical Safety Review

The **CONSULTANT** will obtain the latest available crash data as well as historical crash data using either FDOT CARS or Signal 4 Analytics. Corridor wide crash trends will then be summarized. The **CONSULTANT** will prepare collision diagrams for the pedestrian and bicycle crashes along the corridor. The **CONSULTANT** will also create collision diagrams for up to three (3) high crash locations along the study corridor.

2.2 Existing Corridor Operational Analysis

Using the travel characteristics data collected for the study corridor, the **CONSULTANT** will perform a level of service (LOS) evaluation per Highway Capacity Manual (HCM) procedures as they apply to roadway intersections and segments for the AM and PM peak hours. The existing conditions analysis will be performed for up to five (5) intersections along the study corridor.

2.3 Issues and Opportunities Identification

Based on the existing conditions analysis, the **CONSULTANT** will review the data collected to identify the preliminary issues and opportunities along the corridor. This will include issues and opportunities based on safety, traffic operations, and pedestrian/bicycle mobility obtained through review of previous studies, field reviews, coordination with agencies, previous public workshops/meetings, , operational analysis, and other publicly available data sources such as agency GIS resources and the TPO databases.

TASK 3.0 FUTURE CONDITIONS ANALYSIS

The **CONSULTANT** will conduct a Future Conditions Analysis to evaluate the mobility needs of the corridor. This analysis may include an identification of operational and safety issues, an evaluation of the vehicular movement needs, bicycle and pedestrian needs, and other relevant issues of the corridor that arise during the study.

Using the travel characteristics data collected for the study corridor, the **CONSULTANT** will perform a level of service (LOS) evaluation per Highway Capacity Manual (HCM) procedures as they apply to roadway intersections and segments for the a.m. and p.m. peak hours. The existing conditions analysis will be performed for five (5) intersections:

1. Gardenview Road
2. Tilubo Lane
3. Luther Fowler Road
4. West Spencer Field Road (signalized)
5. *5th intersection will be determined after first public workshop*

The future roadway segment analyses will be completed for the segments between or approaching the study area intersections as identified above.

The analyses will consist of analyzing the impacts of alternative improvements and may include signal optimization, review of turn-lane lengths, turn radii, turn-lane installation, and turn prohibitions and possible driveway closings. The analyses will consider:

1. Conflict points at turn-lanes
2. Continuous middle turn-lanes
3. Access spacing
4. Queue Lengths
5. Pedestrian crossings

The following analyses will be conducted for each intersection:

1. Existing
2. 2025 No-Build
3. 2025 Build PM
4. 2045 No-Build
5. 2045 Build

TASK 4.0 ALTERNATIVES ANALYSIS

4.1 Development of Initial Roadway Alternatives

The **CONSULTANT** will develop initial roadway alternatives for the corridor that address corridor needs, goals, and objectives identified in Task 5 and are feasible based on the Future Conditions Assessment discussed in Task 3. These alternatives will provide accommodations for safe and efficient vehicular, pedestrian, and bicycle modes of travel. These initial alternatives will be presented in the form of cross-sections to the Project Advisory Team to help facilitate thought and feedback. These alternatives will also be presented at the final public workshop to gain insight and feedback from the public on which alternative(s) should move forward to concept development.

4.2 Alternatives Analysis

The **CONSULTANT** will develop an evaluation matrix including several measures of effectiveness to compare the no-build alternative and the five initial roadway alternatives developed in Task 4.1. Measures of effectiveness will include quantifiable criteria as well as qualitative criteria that fulfill the corridor needs, goals and objectives, and are based on the guiding principles identified in Task 1. Examples of quantifiable measures could include multi-modal LOS, automobile travel time, intersection and segment LOS, safety improvements based on crash modification factors, and/or construction costs.

The **CONSULTANT** will prepare a preliminary construction cost estimate for the preferred alternative using the conceptual roadway layouts based on planning level estimates.

4.3 Select Preferred Alternative

A preferred alternative will be selected based on the results of the alternatives analysis process outlined in Task 4.2. The preferred cross section alternative may be one of the three alternatives considered or some combination of those alternatives.

4.4 Development of Roadway Concept

The preferred cross section alternative will be drafted in CADD over the background of an existing satellite aerial image. The concept will be provided to the Project Advisory Team in the form of roll plot and figure set for review and comment. The goal of developing the concept in CADD is to explore potential constraints with the cross sections and identify access management opportunities.

4.5 Development of Implementation Plan

The **CONSULTANT**, in coordination with the Project Advisory Team, will develop an implementation plan for the projects identified in this task. The plan will include short, medium, and long-term recommendations for project implementation.

Task 5.0 PUBLIC INVOLVEMENT (TPO led task)

Gaining public input for this CMP is of primary importance to the success of this project. To accomplish this, the TPO STAFF shall conduct proactive public involvement throughout the duration of the study. The Public Involvement Program will include traditional and innovative means of informing the public, collecting comments, and incorporating appropriate ideas into the alternative concepts.

5.1 Project Initiation and Kick-off Meeting

Prior to beginning work, after the notice to proceed (NTP) is issued, the **TPO STAFF** shall prepare for and conduct one (1) Kickoff Workshop with representatives from local agencies as well as **TPO STAFF** to discuss the project and data collection. The **TPO STAFF** shall provide an agenda, take minutes, discuss the project and collect available information. The major points, at a minimum, to be discussed at the Workshop include:

- Project purpose
- Scope of services
- Key affected parties
- Potential areas of concern
- Previous history
- Project schedule
- Available data

At a minimum, representatives from the following organizations will be invited to the Workshop:

- Local Elected Officials
- Santa Rosa County Planning Staff
- FDOT District 3 Staff
- Santa Rosa County Public Works

In addition to the Kick-off Workshop, the **TPO STAFF** shall be available to meet with local officials to answer questions and discuss project expectations as requested.

The **TPO STAFF** shall be responsible for all presentations and presentation materials.

5.2 Mailing/Contact List

Early in the study process the **TPO Staff** shall identify and compile mailing/contact lists for the following groups:

- a. Any affected or possibly affected parties. This includes the identification (from County tax rolls) of all persons owning property within 500 feet either side of the centerline of all viable alternatives pursuant to the provisions of Florida Statutes 339.155. Mailings will be sent to all identified physical addresses and mailing addresses. In addition, the neighborhood associations representing the affected communities and/or “users” of the facility will be included on the mailing list.
- b. Elected/appointed officials and other local officials serving the area, community leaders and interested parties.

5.3 Identify, Inspect and Reserve Public Meeting Site(s)

The **TPO Staff** will formulate a Public Involvement strategy to optimize the success of the Berryhill Rd West Corridor Management Plan (CMP) by seeking relevant input through the effective engagement of the public throughout the planning process. Public participation will be solicited early and often, increasing the quality and quantity of feedback, helping to minimize and mitigate adverse project impacts, and therefore providing the best solutions for the community. Public input will be gathered from all segments of the public, particularly those affected by project outcomes and/or special populations. A wide range of outreach methods may be implemented including virtual public workshops, live online streaming, social media and online surveys. The Public Involvement strategy will inform the public to the maximum extent possible with complete and easily understood information on opportunities to participate and provide feedback.

The **TPO Staff** shall make arrangements for use of meeting facilities for all Workshops.

Collect Public Input

The **TPO STAFF** shall collect public input data throughout the life of the project. This activity requires maintenance of files, media outreach, letters, and especially direct contact before, during, and after any of the Public Workshops, as follows:

- Comments are gathered during each Public Workshop, by personal contact or by formal testimony and by letter, visit, or telephone call in response to Public Workshops.

The **TPO STAFF** shall compile a **Comments and Coordination Report** to: 1) document the public participation accomplished throughout the study period, and 2) summarize and respond to the

comments received from the public involvement efforts. The Report will be updated regularly to document comments received and actions taken.

5.4 Public Workshops

The **TPO STAFF** shall hold **two (2) Public Workshops** during the plan development process, which may take the form of in-person meetings within the vicinity of the study area or be in a virtual or hybrid format.

1st Public Workshop – The purpose of this workshop, at the 30% project status, is to announce the plan development to the public. The **CONSULTANT** will participate in this workshop to provide technical support to the TPO Staff. The major points, at a minimum, to be discussed at the Workshop include:

- Project purpose
- Key affected parties
- Potential areas of concern
- Previous history
- Project schedule
- Conceptual study solutions and gather public comments

2nd Public Workshop – The purpose of this workshop is to present a final draft CMP and receive public input for possible final additions, deletions or changes to the plan. The **CONSULTANT** will participate in this workshop to provide technical support to the **TPO Staff**.

The **TPO Staff** shall place public notices, attend and conduct Public Workshops and prepare all necessary displays, maps, etc. conforming with the public participation plan. The **TPO Staff** shall perform the following tasks for each Public Workshop:

- a. The **TPO Staff** shall prepare all media releases, and public notices.
- b. The **TPO Staff** shall prepare a public notice announcing each Public Workshop prior to each workshop. Public notice costs are the responsibility of the **TPO**
- c. The **TPO Staff** shall prepare and submit a general press release to local media prior to each workshop.
- d. The **TPO Staff** shall notify elected and appointed officials and other interested persons by email prior to each workshop.
- e. The **TPO Staff** shall prepare and send a mailing to all property owners and property occupants whose property lies in whole or in part within 500 feet of the centerline of the study corridor prior to each workshop.

Public Workshop tasks include the following:

- a. The **TPO STAFF** shall develop each Public Workshop and present. The **CONSULTANT** will be available for technical support.

- b. The **TPO STAFF** and **CONSULTANT** shall prepare appropriate displays or wall graphics and/or electronic projections for use during each Public Workshop. These include aerial photographs, renderings, charts, and graphs, as needed.
- c. The **TPO STAFF** shall prepare project handouts for distribution at each Public Workshop. Content of the handouts will be supplied by the **CONSULTANT** and the **TPO STAFF**.
- d. The **TPO STAFF** shall setup and take down each Public Workshop and return meeting facility to set up and condition that existed prior to the workshop.
- e. The **TPO STAFF** and **CONSULTANT** shall provide adequately knowledgeable staff at each Public Workshop to handle the attendees anticipated. Although the workshop may be scheduled for a certain time period, the **TPO STAFF** and **CONSULTANT** shall be available for some time before and/or after those set hours in order to maintain public contact, availability for media interviews, etc.
- f. The **TPO STAFF** and the **CONSULTANT** shall identify issues brought up at each Public Workshop as an integral part of the workshop debriefing process, which shall be attended by all staff members taking part in the workshop process and interacting with the public.
- g. The **TPO STAFF** shall determine the significance of each issue brought up at each Public Workshop (i.e., are the issues valid and should they be considered or do the issues have elements that may require further consideration).
- h. The **TPO STAFF** and the **CONSULTANT** shall address each issue brought up at each Public Workshop and respond to them accordingly.

F. ADDITIONAL PROJECT MEETINGS AND PRESENTATIONS

Kick-Off Meeting: The **CONSULTANT** will attend a kick-off meeting with **TPO STAFF** and the Project Advisory Team to discuss the goals and anticipated outcomes of the project.

Project Status Meetings: Up to two (2) members of the **CONSULTANT** team will attend up to two (2) additional meetings with TPO staff to discuss project progress and receive input on tasks completed. The purpose of these meetings is to maintain clear communication between the TPO and the **CONSULTANT** team. The **TPO STAFF** will prepare a meeting agenda and prepare/distribute meeting notes following each of these meetings.

Project Presentations: It is anticipated the **CONSULTANT** will participate in three (3) presentations at the conclusion of the study to the following organizations:

- o Presentation to the Florida-Alabama TPO Technical Coordinating Committee (TCC) and Citizens Advisory Committee (CAC); and
- o Presentation to the Florida-Alabama TPO Board.

The **TPO STAFF** will be responsible for preparing the PowerPoint presentation but will coordinate with the **CONSULTANT** on what will be included in the presentation. The

CONSULTANT will provide all needed information and data to the TPO Staff in support of the presentations.

G. PROJECT ADMINISTRATION

Quality Assurance/Quality Control: The **CONSULTANT** team will designate appropriate senior staff to conduct Quality Assurance/Quality Control (QA/QC) reviews of work products.

Project Schedule: The **CONSULTANT** will prepare and submit a detailed project schedule identifying major tasks, their durations, and tasks relationships (within first 30 days after receipt of NTP). The **CONSULTANT** is responsible for keeping the schedule up to date. The beginning date of the services will be the date of authorization for this work order. Any changes to the schedule necessitated by circumstances outside the **CONSULTANT's** control will be coordinated with **TPO Staff**. It is anticipated that all work tasks will be completed within 8 months of Notice to Proceed.

Invoices: Invoices will be prepared in the format prescribed by the TPO. A detailed invoice including a monthly progress report providing a description of the work performed by the **CONSULTANT** during the period covered by the invoice for each item in the scope will be submitted. The final invoice will be labeled "Final" and project close out procedures will be followed.

Budget: This work will be completed as a lump sum task order. Attachment A displays the budget breakdown for Atkins. A detailed summary budget table for Atkins is attached.

H. DELIVERABLES

The **TPO STAFF** shall lead the development of the following documents:

1. **Pre-Draft CMP Report** – The **TPO STAFF** and the **CONSULTANT** shall prepare and submit an electronic version of a Pre-Draft CMP Report for review and comment prior to preparing a Draft CMP Report for the TPO and advisory committees review and comment.
2. **Draft CMP Report** - The **TPO STAFF** and the **CONSULTANT** shall prepare and submit an electronic version of the draft report for Santa Rosa County, FDOT and FHWA for review. The draft report will be posted to the TPO's website and made available to the TPO and advisory committees for review and comment. The comments from the TPO Staff, Santa Rosa County, FDOT, TPO and advisory committees will be incorporated into the final report as appropriate.
3. **Final CMP Report** – The **TPO STAFF** shall incorporate comments from the state, federal and local governing boards and workshop presentations into the final CMP Report as appropriate. An electronic version of the final report will be submitted to the TPO Staff and will be posted to the TPO's website.

I. AMERICANS WITH DISABILITIES ACT

The **CONSULTANT** will adhere to the Americans with Disabilities Act (ADA) of 1990 when developing recommendations for this corridor. The ADA is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability.

J. ADDITIONAL SERVICES

If through the course of the project any additional tasks are determined to be needed by the **CONSULTANT**, TPO, Santa Rosa County, or FDOT the cost must be determined and negotiated, and a change order must be processed by the TPO before the work is performed. If the **CONSULTANT** conducts the work first and requests payment afterwards the **CONSULTANT** risks not being paid for the work.

K. OPTIONAL SERVICES

Upon completion of the CMP, the **TPO** may authorize the **CONSULTANT** to provide additional traffic engineering services. The scope and fee for these services are not included within the above listed tasks and would be negotiated at a future date.

1. Intersection Analysis

Services may include the analysis and evaluation of the 5-Points intersection at the western terminus of Berryhill Road. These services may include developing a model to evaluate existing and future intersection operations to determine operational deficiencies and problem areas.

2. Concept Plans

Services may include the development of concept plans illustrating potential improvements or realignments for the 5-Points area. Rough order of magnitude costs may also be included.

CONSENT AGENDA

ITEM #5

CONSENT AGENDA ITEM #5

TPO ONLY

SUBJECT: Consideration of Resolution FL-AL 21-05 Approving an Addendum to the Interlocal Agreement Between the Emerald Coast Regional Council (ECRC), the Florida-Alabama, Okaloosa-Walton, and Bay County TPOs, and Washington and Holmes Counties, Naming the ECRC as the Designated Regional Transportation Area, Per Section 339, *Florida Statute*

ORIGIN OF SUBJECT: ECRC Staff

LOCAL GOVERNMENT ACTION NEEDED: Approval of Addendum

BACKGROUND: At the May 2020 TPO meeting, the TPO adopted Resolution FL-AL 20-09, which approved an interlocal agreement between the Emerald Coast Regional Council (ECRC), the Florida-Alabama, Okaloosa-Walton and Bay County TPOs, and Washington and Holmes counties. The interlocal agreement would name ECRC as the designated Regional Transportation Area to serve the regional needs of Escambia, Santa Rosa, Okaloosa, Walton, Bay, Washington, and Holmes counties, per section 339, *Florida Statute*, and would allow the CEO to execute, and coordinate with the ECRC attorney and ECRC chair, to make necessary negotiations and modifications if requested by one of the parties.

Recently, staff became aware that the interlocal agreement, as written, did not include specific language addressing a dispute resolution procedure. This language is in accordance with Section 339, *Florida Statute*. West Florida Regional Planning Council filed its dispute resolution policy on November 13, 1994 as required by Rule 29A-3, Florida Administrative Code, and it is still in effect. As such, staff is requesting that the Florida-Alabama TPO approve an addendum to the interlocal agreement to include the following language as the final item in the "Now, Therefore" section:

8. ECRC shall use the following procedures to resolve disagreements regarding interpretation of this Agreement, disputes relating to the operation of the ECRC, or disagreements regarding approval of the regional transportation plan, policies, and priorities: (a) Internal resolution – appoint a committee with representatives of all four counties, which may include members of each TPO Technical Coordinating Committee, to seek a resolution; and (b) Implement the Conflict Mediation Procedure established by the West Florida Regional Planning Council on November 13, 1994, as set forth in Rule 29A-3, Florida Administrative Code.

Staff will be requesting signature of all agreeing parties prior to January 31, 2021. The ECRC board will evaluate and rank TRIP project applications for submission to FDOT for funding consideration at its February 16, 2021 meeting.

Attached are the following:

- Proposed Interlocal Agreement Addendum
- Resolution FL-AL 21-05

RECOMMENDED ACTION: Approval of Resolution FL-AL 21-05 approving an addendum to the interlocal agreement between the Emerald Coast Regional Council (ECRC), the Florida-

Alabama, Okaloosa-Walton, and Bay County TPOs, and Washington and Holmes Counties naming ECRC as the designated Regional Transportation Area, per section 339, *Florida Statute*.

This action is necessary so that the ECRC board may evaluation and rank the TRIP projects for the current cycle. Please contact Austin Mount, ECRC Chief Executive Officer, at 1-850-332-7976, ext. 201 or at austin.mount@ecrc.org if additional information is needed.

**ADDENDUM TO THE
INTERLOCAL AGREEMENT
AMONG
THE
FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION;
OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION;
BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION;
WASHINGTON COUNTY, FLORIDA; HOLMES COUNTY, FLORIDA;
AND THE
EMERALD COAST REGIONAL COUNCIL f/k/a
WEST FLORIDA REGIONAL PLANNING COUNCIL**

WITNESSETH:

WHEREAS, the interlocal agreement has been made and entered into by and among the Florida-Alabama Transportation Planning Organization, Okaloosa-Walton Transportation Planning Organization, Bay County Transportation Planning Organization, all of which are public agencies/metropolitan planning organizations created pursuant to Chapter 339.175 and 163.01, *Florida Statutes* (herein referred to as “**TPO’s**”); The Board of County Commissioners of Washington County, Florida, The Board of County Commissioners of Holmes County, Florida, and the Emerald Coast Regional Council f/k/a West Florida Regional Planning Council, a public agency/regional planning council created pursuant to Chapter 186 and 163.01 Florida Statutes, authorized to conduct business in the State of Florida, FEI/EIN 59-0500582, with a principal address of 4801 E. Olive Road, Suite A, Pensacola, Florida 32514 (hereinafter referred to as the “**ECRC**”). Each of the foregoing entities is referred to separately as a “**Party**” and collectively as the “**Parties**.”

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree to, by the virtue of this addendum, to add the language as outlined below to the approved Interlocal Agreement:

8. ECRC shall use the following procedures to resolve disagreements regarding interpretation of this Agreement, disputes relating to the operation of the ECRC, or disagreements regarding approval of the regional transportation plan, policies, and priorities: (a) Internal resolution – appoint a committee with representatives of all four counties, which may include members of each TPO Technical Coordinating Committee, to seek a resolution; and (b) Implement the Conflict Mediation Procedure established by the West Florida Regional Planning Council on November 13, 1994, as set forth in Rule 29A-3, Florida Administrative Code.

IN WITNESS WHEREOF, the parties hereto have duly executed this Interlocal Agreement on the respective dates under each signature below.

RESOLUTION FL-AL 21-05

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION APPROVING AN ADDENDUM TO THE INTERLOCAL AGREEMENT WITH THE EMERALD COAST REGIONAL COUNCIL, THE OKALOOSA-WALTON TPO, THE BAY COUNTY TPO, WASHINGTON COUNTY AND HOLMES COUNTY DESIGNATING THE EMERALD COAST REGIONAL COUNCIL AS THE REGIONAL TRANSPORTATION PLANNING ORGANIZATION AND THE REGIONAL TRANSPORTATION AREA

WHEREAS; on May 13, 2020, by Resolution FL-AL 20-09, the Florida-Alabama Transportation Planning Organization approved entering into an interlocal agreement with Emerald Coast Regional Council (ECRC), Okaloosa-Walton, and Bay County TPOs, as well as the counties of Washington and Holmes, for ECRC to serve as the designated Regional Transportation Planning Organization for the Regional Transportation Area as outlined in section 399, *Florida Statute*; and

WHEREAS; previously, the regional transportation planning needs had been undertaken by two organizations, the Northwest Florida Regional Transportation Planning Organization (RTPO) and the Bay, Gulf, Holmes Regional Transportation Partnership (RTP), both staffed by the ECRC; and

WHEREAS; the ECRC fits the definitions and requirements as outlined and required by section 339, *Florida Statute* to assume this role, and can deliver the same services and products with less administrative burden, while providing a streamlined process; and

WHEREAS; it recently came to ECRC staff's attention that required verbiage explaining the Council's dispute resolution procedure was to be included in the interlocal agreement;

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

The following addendum shall be included in the interlocal agreement:

8. ECRC shall use the following procedures to resolve disagreements regarding interpretation of this Agreement, disputes relating to the operation of the ECRC, or disagreements regarding approval of the regional transportation plan, policies, and priorities: (a) Internal resolution – appoint a committee with representatives of all four counties, which may include members of each TPO Technical Coordinating Committee, to seek a resolution; and (b) Implement the Conflict Mediation Procedure established by the West Florida Regional Planning Council on November 13, 1994, as set forth in Rule 29A-3, Florida Administrative Code.

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

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Steven Barry, Chairman

ATTEST: _____

ACTION ITEMS

ENCLOSURE A

ENCLOSURE A ALL COMMITTEES

SUBJECT: Consideration of Resolution FL-AL 21-01 Accepting the FDOT Fiscal Years 2022 -2026 Tentative Work Program

ORIGIN OF SUBJECT: Florida Department of Transportation (FDOT)

LOCAL GOVERNMENT ACTION NEEDED: Review and comment for consistency with local comprehensive plans

BACKGROUND: At the September 9, 2020 meeting, the TPO adopted its FY2022 - FY2026 Project Priorities. The purpose of the Priorities is to ensure that projects programmed by FDOT in the Five-Year Work Program are consistent with local needs and plans. The Priorities rank projects in the following categories:

1. Long Range Transportation Plan Capacity Projects
2. Transportation Systems Management Projects
3. Transportation Alternatives Projects
4. Public Transportation Projects
5. Aviation Projects
6. Seaport Projects

Adoption of the Project Priorities is the initial step in the development of the Transportation Improvement Program (TIP). FDOT uses the Priorities to develop its Five-Year Work Program within system maintenance requirements and funds available in various funding categories.

FDOT District III officials will present the tentative Work Program at the TPO meeting and will refine the Work Program, within budgetary limitations, to reflect the recommendations of the TPO. The proposed Work Program will then be submitted to the Florida Legislature for adoption. The TPO will develop the final TIP for adoption at the June 2021 TPO meeting, resulting in a TIP and FDOT Work Program that will be consistent.

E-Public Hearing information for the FDOT FY 2022-2026 Tentative Work Program will be available online at www.nwflroads.com from Tuesday January 12, 2021 at 9:00 a.m. through Tuesday January 19, 2021 at 9:00 a.m. A public availability workshop will be held Tuesday January 12, 2021 from 1:00 p.m. through 3:00 p.m. Central Time in the Design Conference Room located at 1074 Highway 90, Chipley, Florida. FDOT staff will be available during this time to discuss the District's Tentative Work Program and answer questions. You may schedule to speak with a district representative, located at 1074 Highway 90, Chipley, Florida 32428, regarding the Work Program one-on-one by calling (888) 638-0250, extension 1270 or emailing regina.battles@dot.state.fl.us.

Attached is the following:

- Resolution FL-AL 21-01

The Tentative Five-Year Work Programs for Escambia and Santa Rosa counties will be distributed at the meetings.

RECOMMENDED ACTION: Approval of a motion to authorize the TPO chairman to sign Resolution FL-AL 21-01. This action is recommended to reflect the coordination that has occurred between the TPO and FDOT in the development of the Work Program and funding of TPO Priorities. Please contact Ms. Regina Battles at (888) 638-0250 or Regina.Battles@dot.state.fl.us if additional information is needed.

RESOLUTION FL-AL 21-01

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ACCEPTING THE FLORIDA DEPARTMENT OF TRANSPORTATION FY2022-2026 TENTATIVE FIVE- YEAR WORK PROGRAM

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

WHEREAS, the TPO annually adopts Transportation Project Priorities and forwards them to the Florida Department of Transportation (FDOT) each year, as the initial step in the development of the Transportation Improvement Program for the following project categories: Capacity Projects, Transportation Systems Management Projects, Transportation Alternatives Projects, Public Transportation Projects, Aviation Projects, and Seaport Projects; and

WHEREAS, FDOT annually uses the TPO Project Priorities in the development of the FDOT Tentative Five-Year Work Program to the extent feasible within system maintenance requirements and funds available in various fund categories; and

WHEREAS, FDOT annually presents the FDOT Tentative Five-Year Work Program to the TPO to ensure that the Work Program is consistent with the TPO Project Priorities to the extent feasible; and

WHEREAS, the TPO Project Priorities and FDOT Work Program development processes are mutually supportive resulting in a final TIP and FDOT Work Program that are consistent;

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

The TPO accepts the FDOT FY2022-2026 Tentative Five-Year Work Program.

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

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Steven Barry, Chairman

ATTEST: _____

ENCLOSURE B

ENCLOSURE B ALL COMMITTEES

SUBJECT: Consideration of Resolution FL-AL 21-03 Amending the FY 2021-2025 Transportation Improvement Program to Add the Design and Construction Phases for Longleaf Drive from Pine Forest Road to East of Wymart Road Capacity Project, Locally Funded in FY 2020/2021 for Design and locally funded in FY 2021/2022 for Construction at a Total Cost of \$5,500,000 (**ROLL CALL VOTE REQUIRED**)

ORIGIN OF SUBJECT: Escambia County

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environmental study, design, right-of-way acquisition, and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds the design and construction phases for Longleaf Drive from Pine Forest Road to east of Wymart Road in FY 2020/2021 and FY 2021/2022 for a total cost of \$5,500,000. No additional right-of-way is needed for this project.

Attached are the following items:

- Resolution FL-AL 21-03
- Request for Amendment
- Page of the FY 2021 - FY 2025 TIP as Amended

RECOMMENDED ACTION: **Approval of a motion to authorize the TPO chairman to sign Resolution FL-AL 21-03 to amend the FY 2021-2025 TIP.** This action is recommended to ensure Escambia County is consistent with the TPO's planning documents and state planning documents. Please contact Gary Kramer, ECRC staff, at (800) 226-8914, Ext. 219 or gary.kramer@ecrc.org if additional information is needed.

RESOLUTION FL-AL 21-03

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2021 – FISCAL YEAR 2025 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP; and

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

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

The TPO amends the Fiscal Year (FY) 2021 – FY 2025 Transportation Improvement Program adding the Design and Construction Phases for Longleaf Drive from Pine Forest Road to East of Wymart Road Capacity Project locally funded in FY 2020/2021 and FY 2021/2022 for a total cost of \$5,500,000.

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

**FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____

Steven Barry, Chairman

ATTEST: _____

ESCAMBIA COUNTY

Escambia County

Local 3 Longleaf Drive from Pine Forest Road to East of Wymart Road

Roadway Reconstruction - 2 Lane
1.00 Miles


Phase Code	<2021	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	>2025	TOTAL	Fund Code
PE		\$500,000						\$500,000	LF
CST			\$5,000,000					\$5,000,000	LF
		\$500,000	\$5,000,000	\$0	\$0	\$0	\$0	\$5,500,000	

Roadway widening to 2 lanes divided.

Local 3

LONGLEAF DRIVE

Non-SIS



Work Summary: ROAD RECONSTRUCTION - 2 LANE

From: PINE FOREST ROAD

To: EAST OF WYMART ROAD

Lead Agency: Escambia

Length: 1.00 MI

L RTP #: #32 in Amend. Report p. D-10

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	LF	500,000	0	0	0	0	500,000
CST	LF	0	5,000,000	0	0	0	5,000,000
Total		500,000	5,000,000	0	0	0	5,500,000

Prior Cost < 2020/21:

0

Future Cost > 2024/25:

0

Total Project Cost:

5,500,000

Project Description:

On January 13, 2021 TPO Agenda for approval.
Local Project Priority.
Widening of Longleaf Drive from Pine Forest Road to East Wymart Road to two-lanes divided.

Prior Cost < 2020/21: 0
Future Cost > 2024/25: 0
Total Project Cost: 5,500,000
Project Description: On January 13, 2021 TPO Agenda for approval. Local Project Priority. Widening of Longleaf Drive from Pine Forest Road to East Wymart Road to two-lanes divided.

ENCLOSURE C

ENCLOSURE C ALL COMMITTEES

SUBJECT: Consideration of Resolution FL-AL 21-09 Amending the FY 2021-2025 Transportation Improvement Program to Add the Construction Phase for SR 95 (US 29) from Blount Street to Old Chemstrand Road, Lighting Project for Financial Project Identification (FPID) Number 4460342 Funded in FY 2020/2021 for Construction for a Total Cost of \$497,000 **(ROLL CALL VOTE REQUIRED)**

ORIGIN OF SUBJECT: FDOT

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environmental study, design, right-of-way acquisition and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds Project ID 4460342, Construction Phase for SR 95 (US 29) from Blount Street to Old Chemstrand Road in FY 2020/2021 for a total cost of \$497,000.

Attached are the following:

- Resolution FL-AL 21-09
- Request for Amendment
- Page of the FY 2021 - FY 2025 TIP as Amended

RECOMMENDED ACTION: **Approval of a motion to authorize the TPO chairman to sign Resolution FL-AL 21-09 to amend the FY 2021-2025 TIP.** This action is recommended to ensure FDOT can authorize funding for this project. Please contact Gary Kramer, ECRC staff, at (800) 226-8914, Ext. 219 or gary.kramer@ecrc.org if additional information is needed.

RESOLUTION FL-AL 21-09

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2021 – FISCAL YEAR 2025 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP; and

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

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

The TPO amends the Fiscal Year (FY) 2021 – FY 2025 Transportation Improvement Program adding the Construction Phase for SR 95 (US 29) from Blount Street to Old Chemstrand Road, Lighting Project for Financial Project Identification (FPID) Number 4389083 in FY 2020/2021 for a total cost of \$497,000.

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

**FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Steven Barry, Chairman

ATTEST: _____

TPO Transportation Improvement Program

Escambia County

4460342 SR 95 (US 29)
from Blount St to Old Chemstrand Rd

Lighting
11.541 Miles

Phase Code	<2021	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	>2025	TOTAL	Fund Code
58		\$497,000						\$497,000	RED
		\$497,000	\$0	\$0	\$0	\$0	\$0	\$497,000	

Construct lighting retrofits at sinalized intersections: Blount St, Jordan St, Maxwell St, Cross St, Texar Dr, Massachusetts Dr, Beverly Pkwy, Airport Dr, Industrial Blvd, Marcus Pt Blvd, Broad St, Detroit Blvd, Hood St, 9.5 Mile Rd, 10 Mile Rd, Roberts Rd, Kingsfield Rd, Tate School, Old Chemstrand Rd. JPA with Gulf Power

21-25 TIP Page as Amended

Florida-Alabama TPO Transportation Improvement Program - FY 2020/21 - 2024/25

4460342

SR 95 (US 29)

SIS



Work Summary: LIGHTING

From: BLOUNT ST.

To: OLD CHEMSTRAND RD.

Length: 11.541 MI

Lead Agency: FDOT

LRTP #: Final Report p. 7-6

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	RED	497,000	0	0	0	0	497,000
Total		497,000	0	0	0	0	497,000

Prior Cost < 2020/21: 0
 Future Cost > 2024/25: 0
 Total Project Cost: 497,000

Project Description:
 On January 13, 2021 TPO Agenda for approval.
 Funding for lighting on SR 95 (US 29) from Blount Street to Old Chemstrand Road.
 Construct Lighting retrofits at signalized intersections: Blount St., Jordan St., Maxwell St., Cross St., Texar Dr., Massachusetts Dr., Beverly Pkwy., Airport Dr., Industrial Blvd., Marcus Pt. Blvd., Broad St., Detroit Blvd., Hood St., 9.5 Mile Rd., 10 Mile Rd., Roberts Rd., Kingsfield Rd., Tate School, Old Chemstrand Rd. JPA with Gulf Power.

Transportation Improvement Program FY 21-25 (Amended 1-13-21)

Section 6- Miscellaneous, Page 28

ENCLOSURE D

ENCLOSURE D ALL COMMITTEES

SUBJECT: Consideration of Resolution FL-AL 21-10 Amending the FY 2021-2025 Transportation Improvement Program to Add the Design Phase for CR 292A Gulf Beach Highway from East of Ponte Verde Road to West of Longwood Drive Emergency Repair Project for Financial Project Identification (FPID) Number 4488052 in FY 2020/2021 for Design for a Total Cost of \$34,758 (**ROLL CALL VOTE REQUIRED**)

ORIGIN OF SUBJECT: FDOT

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: Annually, the TPO adopts a Transportation Improvement Program (TIP), which lists the projects scheduled throughout the five years of the FDOT Work Program for various phases such as project development and environmental study, design, right-of-way acquisition and construction. To receive federal funding, the projects must be in the TPO's adopted TIP. This TIP amendment adds Project ID 4488052, Design Phase for CR 292A Gulf Beach Highway from east of Ponte Verde Road to west of Longwood Drive in FY 2020/2021 for a total cost of \$34,758.

Attached are the following:

- Resolution FL-AL 21-10
- Request for Amendment
- Page of the FY 2021 - FY 2025 TIP as Amended

RECOMMENDED ACTION: **Approval of a motion to authorize the TPO Chairman to sign Resolution FL-AL 21-10 to amend the FY 2021-2025 TIP.** This action is recommended to ensure FDOT can authorize funding for this project. Please contact Gary Kramer, ECRC staff, at (800) 226-8914, Ext. 219 or gary.kramer@ecrc.org if additional information is needed.

RESOLUTION FL-AL 21-10

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE FISCAL YEAR 2021 – FISCAL YEAR 2025 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the TIP is periodically amended to maintain consistency with the Florida and Alabama Departments of Transportation Work Programs; and

WHEREAS, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the TPO's TIP; and

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

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

The TPO amends the Fiscal Year (FY) 2021 – FY 2025 Transportation Improvement Program adding the Design Phase for CR 292A Gulf Beach Highway from east of Ponte Verde Road to west of Longwood Drive Emergency Repair Project for Financial Project Identification (FPID) Number 488052 in FY 2020/2021 for a total cost of \$34,758.

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

**FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Steven Barry, Chairman

ATTEST: _____

TPO Transportation Improvement Program

Escambia County

4488052 CR 292A Gulf Beach Hwy
from E of Pt Verde Rd to W of Longwood Dr - Hurr Sally

Emergency Operations
0.001 Miles

[illegible]

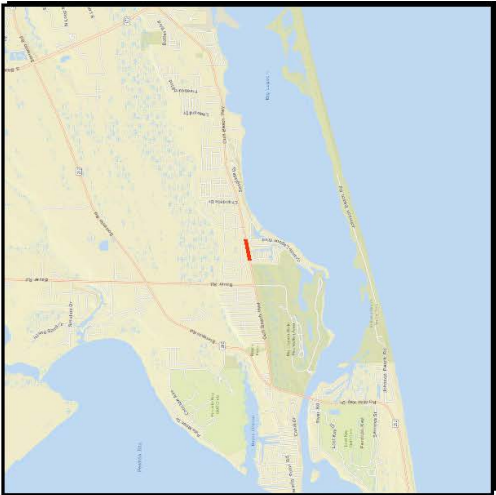
Executive Order: 20-224 & 20-225; Permanent repair project for shoulders, inlets & storm water system; LAP agreement with Escambia County

21-25 TIP Page as Amended

4488052

CR 292A (GULF BEACH HWY)

Non-SIS



Work Summary: EMERGENCY OPERATIONS From: E. OF PONTE VERDE RD.

To: W. OF LONGWOOD DR.

Length: 0.001 MI

L RTP #: Final Report p. 7-6

Lead Agency: FDOT

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	LF	6,100	0	0	0	0	6,100
PE	ACER	28,658	0	0	0	0	28,658
Total		34,758	0	0	0	0	34,758

Prior Cost < 2020/21: 0
Future Cost > 2024/25: 0
Total Project Cost: 34,758

Project Description: On January 13, 2021 TPO agenda for approval. Funding for Emergency Repairs on CR 292A (Gulf Beach Highway) from East of Ponte Verde Road to West of Longwood Drive. Executive Order: 20-224 & 20-225; Permanent repair project for shoulders, inlets & storm water system, LAP agreement with Escambia County.

ENCLOSURE E

ENCLOSURE E ALL COMMITTEES

SUBJECT: Consideration of Resolution FL-AL 21-04 to Amend the Florida-Alabama 2045 Long-Range Transportation Plan (LRTP) Cost Feasible Plan by Correcting the Non-SIS Revenue Forecast in Comparison to Non-SIS Project Cost, Adding One Boxed Fund Project, Changing Four Projects from Fully Funded to Partially Funded, Partially Funding Three Projects, and Eliminating Funding for Two Projects. **(PUBLIC HEARING AND ROLL CALL VOTE REQUIRED)**

ORIGIN OF SUBJECT: 23 Code of Federal Regulations part 450.324; 339.175(7) Florida Statutes; Unified Planning Work Program (UPWP) and 2045 Florida-Alabama TPO LRTP Scope of Services

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The 2045 LRTP was adopted on October 14, 2020. Shortly thereafter, upon review with the Federal Highway Administration, the Florida Department of Transportation, the TPO's consultant, and the TPO staff, it was realized that the Year of Expenditure Revenue Projections were compared to projects with present day costs. As a result, it was agreed upon in a meeting with all parties on November 13, 2020 that an amendment to the Florida-Alabama 2045 LRTP needs to occur. A virtual public workshop was held on December 10, 2020 and a summary is attached. Also included in the attachments are the 2045 LRTP Non-SIS Cost Feasible Plan that was approved in October and the recommended changes to the Non-SIS Cost Feasible Plan. No project changes were found to be necessary to the SIS and Alabama funded projects in the 2045 LRTP Cost Feasible Plan.

Attached are the following:

- Resolution FL-AL 21-04
- Public Participation Outreach Summary
- 2026-2045 Non-SIS Cost Feasible Plan -Approved on October 14, 2020
- 2026-2045 Non-SIS Cost Feasible Plan with Recommended Changes
- Power Point from December 10, 2020 Virtual Public Workshop

RECOMMENDED ACTION:

Approval of a motion to authorize the TPO chairman to sign Resolution FL-AL 21-04 to adopt the Florida-Alabama TPO 2045 Long Range Transportation Plan (LRTP) Cost Feasible Plan Amendment with any changes that may have been presented. This action is recommended to ensure compliance with federal and state requirements for the Florida-Alabama TPO. Please contact Mr. Gary Kramer if additional information is needed at gary.kramer@ecrc.org or (850) 332-7976 Ext. 219.

RESOLUTION FL-AL 21-04

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

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

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

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

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

WHEREAS, the Florida-Alabama TPO believes that the amendment listed below will support the performance targets established by the State of Florida and supported by the TPO;

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

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

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

**FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Steven Barry, Chairman

ATTEST: _____

**Public Participation Outreach Summary
Virtual Workshop
December 10, 2020**

1. Any changes to the Multimodal Project Boxes?

No. The other box funds remain unchanged as approved by the TPO in October: Corridor Management / Complete Streets studies at \$3M, Corridor Management / Complete Streets projects at \$30M, Public Transportation Capital Improvements at \$6M, Bike/Ped Improvements at \$7M, and Trails at \$4M.

2. When will safety improvements be completed between on Sorrento Road between Innerarity Point Road and Bauer Road?

The upcoming resurfacing project will include the addition of a turn lane and paved shoulders to the location in question. Roadway lighting has been identified as a need, however funding was not available for the improvements this fiscal year. The District Safety Office is aware of the need and will continue to pursue funding for the lighting. Elevation and curve geometry issues will be addressed during the capacity project, when funded.

3. When will the amendments be presented?

The Amendment will be presented to the TPO and Committees at the January meetings (January 11 and January 13, 2021).

2026-2045 Non-SIS Cost Feasible Plan that was approved on October 14, 2020 Projects and Map and Projects



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

Number for Map	PD&E / Design Status	Project Name	From	To	Improvement	County	Project Type	Draft Scenario	ROW	CST/CEI
13	PD&E complete / PE underway	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 13	\$3,846,993	\$8,848,084
14	PD&E complete / PE underway	US 90 440915-3	CR 89/ Ward Basin Rd.	SR 87S	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 14	\$5,655,685	\$26,016,151
15	PD&E complete / PE unfunded	SR 87A New Connector 416748-8 [Future SIS?]	US 90	CR 191 (Munson Hwy)	Widen to 4 Lanes	Santa Rosa	Capacity	SIS Priority 6	\$4,572,247	\$21,032,335
16	PD&E complete / PE unfunded	SR 87A New Connector 416748-9 [Future SIS?]	CR 191 (Munson Hwy)	SR 87N	Widen to 4 Lanes	Santa Rosa	Capacity	SIS Priority 7	\$5,695,744	\$26,200,423
17	PD&E complete / PE unfunded	US 90 220436-3 (Segment 3)	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	\$4,000,000	\$30,700,000
18	PD&E complete / PE unfunded	US 90 220436-3 (Segment 4)	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	\$52,300,000	\$50,500,000
19	PD&E complete / PE unfunded	US 90 220436-3 (Segment 5)	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	\$34,900,000	\$54,600,000
20	PD&E underway / PE unfunded TIP	SR 292 Gulf Beach Highway 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes	Escambia	Capacity	Priority 16	\$17,793,432	\$37,628,114
21	PD&E complete / PE unfunded	US 90 220436-3 (Segment 2)	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	\$0	\$65,700,000
22	PD&E complete / PE unfunded TIP	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes	Escambia	Capacity	Priority 17	\$31,632,768	\$62,913,981
23	PD&E on hold / PE unfunded TIP	SR 292 (Sorrento Road) 421011-2	CR 292A (Innerarity Point Rd) / (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	Escambia	Capacity	Priority 21	\$36,680,696 \$11,321,545 partial funded; \$25,359,151 additional needed *	\$42,182,800
24	30% Design until more funding	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement	Escambia	Capacity	Priority 22	\$10,000,000	\$23,000,000
25	PD&E unfunded / Design unfunded	SR 727 Fairfield Drive 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes	Escambia	Capacity	Priority 23	\$21,228,292	\$24,412,536

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

	ROW	CST/CEI
<i>Sub Totals</i>	\$212,510,655	\$550,739,345
Total (R/W and Construction)	\$763,250,000	
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	\$763,250,000	
Difference	\$0	
Total (PD&E and Design)	\$94,051,061	
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045)	\$152,650,000	
Difference	\$58,598,939	
Available funds Transit (2026-2045)	\$266,050,000	



Phase Not Funded in Draft 2045 Cost Feasible Plan



Phase Funded in Draft 2045 Cost Feasible Plan



Phase Partially Funded in Draft 2045 Cost Feasible Plan

Summary of Changes from October 14, 2020 TPO Approval

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

2026-2045 Non-SIS Cost Feasible Plan with Recommended Changes Map and Projects



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

Number for Map	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	County	Project Type	Scenario	PD&E+PE	ROW	CST/CEI
12	PD&E complete / PE funded TIP	US 90 (Caroline Street) 440915-2	SR 87 N (Stewart Street)	CR 89 (Ward Basin Road)	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 12	\$0 (funded in current TIP for \$2,750,000 in FY 22/23)	\$5,704,915	\$13,121,304
13	PD&E complete / PE underway	US 90 (Caroline Street) 440915-1	Glover Lane / Old US 90	SR 87N Stewart St.	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 13	\$1,154,097 (PE)	\$3,846,993	\$8,848,084
14	PD&E complete / PE underway	US 90 440915-3	CR 89/ Ward Basin Rd.	SR 87S	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 14	\$1,050,000 (PE) (reduced by \$1.7M funded in FY20-24 TIP)	\$5,655,685	\$26,016,151
15	PD&E complete / PE underway	SR 87A New Connector 416748-8 [Future SIS?]	US 90	CR 191 (Munson Hwy)	Widen to 4 Lanes	Santa Rosa	Capacity	SIS Priority 6	Underway (PE)	\$4,572,247	\$21,032,335
16	PD&E complete / PE underway	SR 87A New Connector 416748-9 [Future SIS?]	CR 191 (Munson Hwy)	SR 87N	Widen to 4 Lanes	Santa Rosa	Capacity	SIS Priority 7	Underway (PE)	\$5,695,744	\$26,200,423
17	PD&E complete / PE unfunded	US 90 220436-3 (Segment 3)	Simpson River Bridge	Third Avenue	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	\$1,500,000 (PE)	\$4,000,000	\$30,700,000
18	PD&E complete / PE unfunded	US 90 220436-3 (Segment 4)	Third Avenue	CR 197A Bell Lane	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	\$6,600,000 (PE)	\$52,300,000	\$50,500,000
19	PD&E complete / PE unfunded	US 90 220436-3 (Segment 5)	CR 197A Bell Lane	Glover Lane	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	\$7,100,000 (PE)	\$34,900,000	\$54,600,000
20	PD&E underway / PE unfunded	SR 292 (Gulf Beach Highway) 218493-2	SR 727 Fairfield Drive	SR 295 Navy Boulevard	Widen to 4 Lanes	Escambia	Capacity	Priority 16	\$2,772,000 (PE)	\$17,793,432	\$37,628,114
21	PD&E complete / PE unfunded	US 90 220436-3 (Segment 2)	Escambia River Bridge (Santa Rosa Line)	Simpson River Bridge	Widen to 6 Lanes	Santa Rosa	Capacity	Priority 15	\$8,600,000 (PE)	\$0	\$65,700,000
22	PD&E complete / PE unfunded	SR 292 (Sorrento Rd / Gulf Beach Hwy) 218493-3	SR 173 (S. Blue Angel Parkway)	SR 272 (Fairfield Drive)	Widen to 4 Lanes	Escambia	Capacity	Priority 17	\$4,928,000 (PE)	\$31,632,768	\$62,913,981

Number for Map	PD&E / Design Status (TIP)	Project Name	From	To	Improvement	County	Project Type	Scenario	PD&E+PE	ROW	CST/CEI
23	PD&E on hold / PE unfunded	SR 292 (Sorrento Road) 421011-2	CR 292A (Innerarity Point Rd) / (Gulf Beach Hwy.)	SR 173 (S. Blue Angel Parkway)	Widen to 4 Lanes	Escambia	Capacity	Priority 21	\$1,843,035 (PD&E)	\$36,680,696 \$11,321,545 partial-funded; \$25,359,151 additional needed.*	\$42,182,800
									\$7,336,139 (PE)		
24	30% Design until more funding	SR 289 (Ninth Avenue)/Langley/Tippin	Major Intersection Improvement	Escambia	Intersection Improvement	Escambia	Capacity	Priority 22	\$2,000,000 (PD&E)	\$10,000,000	\$23,000,000
									\$3,000,000 (PE)		
25	PD&E / Design unfunded	SR 727 (Fairfield Drive) 431883-7	US 90 Mobile Highway	SR 298 Lillian Highway	Widen to 4 Lanes	Escambia	Capacity	Priority 23	\$2,122,829 (PD&E)	\$21,228,292	\$24,412,536
									\$2,528,424 (PE Partial) \$4,245,658 (Needed)		
26	PD&E complete / PE unfunded	US 90 220436-2 (Segment 1)	Scenic Highway	Escambia River Bridge (Santa Rosa Line)	Widen to 6 Lanes	Escambia	Capacity	Priority 24	\$2,300,000 (PE)	\$8,300,000	\$17,400,000
27	PD&E unfunded / PE unfunded	Navarre Community Access Road 436902-1	Edgewood Drive	Whispering Pines Road	Construction 2 Lane Connectivity	Santa Rosa	Capacity	Priority 29	\$833,597 (PD&E) [Assumes TRIP project]	\$20,839,917	\$47,931,809
									\$6,251,975 (PE)		
28	PD&E unfunded / PE unfunded	CR 184A (Berryhill Road)	CR 197A (Woodbine Road)	West Spencer Field Road	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 31	\$1,441,663 (PD&E)	\$7,208,318	\$16,579,131
									\$2,162,495 (PE)		
29	PD&E unfunded / PE unfunded	CR 197A (Woodbine Road) LOCAL FUNDS	US 90	Five Points	Widen to 4 Lanes	Santa Rosa	Capacity	Priority 32 LOCAL \$	\$3,181,818 (PE)	\$10,606,061	\$21,212,121
30	PD&E unfunded	CR 197 (Chumuckla Hwy)	US 90	Five Points	Widen to 4 Lanes	Santa Rosa	Capacity	--	\$2,462,135 (PD&E)	\$12,310,677	\$28,314,558
									\$3,693,203 (PE)		
31	Feasibility Complete	US 90 (W. Cervantes St)	Dominques St	A Street	Road Diet*	Escambia	Complete Streets	Multi-Modal	\$1,650,000 (PE)	\$0	\$12,650,000
32	Feasibility Complete	Davis Hwy / Martin Luther King Two-Way Conversion	E. Wright Street	SR 295 (E. Fairfield Dr)	Two-Way Restoration	Escambia	Complete Streets	--	\$1,185,000 (PE)	\$0	\$9,085,000
33	Project not in TIP	Longleaf Drive LOCAL FUNDS	Pine Forest Road	Wymart Road	Improvement to 3 lanes (2 lanes plus Center Turn Lane)	Escambia	Capacity	--	\$500,000	\$0	\$5,000,000
34	PE Funded	Pea Ridge Connector LOCAL FUNDS	US 90	Hamilton Bridge Road	Construct 2 Lane Roadway	Santa Rosa	Capacity	-	\$500,000 (PE)	\$0	\$500,000,000

	ROW	CST/CEI
<i>Sub Totals</i>	\$212,510,655	\$550,739,345
	<u>\$115,362,910</u>	<u>\$331,097,250</u>
Total (R/W and Construction)	\$763,250,000	<u>\$448,960,160</u>
Available funds R/W and CST (Non-SIS + TMA / SU Funds 2026-2045)	\$763,250,000	<u>\$449,905,558</u>
Difference	\$0	<u>\$945,398</u>
Total (PD&E and Design)	\$94,051,061	<u>\$89,981,112</u>
Available funds PD&E and Design (Non-SIS + TMA / SU Funds 2026-2045) (calculated as 20% of R/W+CST)	\$152,650,000	<u>\$89,981,112</u>
Difference	\$58,598,939	<u>\$0</u>
Available funds Transit (2026-2045)	\$266,050,000	<u>\$156,655,076</u>



Phase Not Funded in Draft 2045 Cost Feasible Plan.



Phase Funded in Draft 2045 Cost Feasible Plan.



Phase Partially Funded in Draft 2045 Cost Feasible Plan.

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

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

What Changed?

- Future year available revenue must be adjusted to current year available revenue to match “apples-to-apples.”

CFP Adopted (October 14, 2020) to Amendment 1 (January 2021)		
	Present Day (Current Year)	Year of Expenditure (Future Year)
Available Revenue		X
Project Costs	X	

- For Amendment 1, we must adjust (deflate) Available Revenue from Future Year to Current Year.
- This results in not as many projects being funded in the 2045 Long Range Transportation Plan Cost Feasible Plan.

Summary of Changes

Category		Adoption (October 2020)	Amendment 1 (January 2021)
Box Funds	Regional ITS Traffic Signal Coordination	\$0	\$2.5M
Capacity	Fully-funded capacity projects	17	14
	Partially-funded capacity projects	9	11
	Fully-funded capacity projects (Local Funds)	1	3
	Unfunded capacity projects	0	2
	Available Funds for Right-of-Way and Construction	\$763.3M	\$449.9M
	Available Funds for PD&E and Design	\$152.3M	\$89.9M
	Available SU Funds (AL)	\$3.7M	\$3.1M
Transit	Transit (FL)	\$266.1M	\$156.7M
	Transit (AL)	\$1.5M	\$1.3M

- 41% reduction

Non-Strategic Intermodal System Projects (2026-2045)



How Does This Affect the Projects?



How Does This Affect the Projects?

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

Highlighted font indicates a change from the October 2020 Adoption.

How Does This Affect the Projects?

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

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

ENCLOSURE F

ENCLOSURE F ALL COMMITTEES

SUBJECT: Florida-Alabama Transportation Planning Organization (TPO) Public Participation Plan (PPP) Annual Review

ORIGIN OF SUBJECT: “Fixing America’s Surface Transportation (FAST) Act”, “Moving Ahead for Progress in the 21st Century (MAP-21)”, Code of Federal Regulation (CFR 450.316) and the Florida MPO Handbook

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The PPP provides guidelines for achieving quality public involvement when developing major planning documents and programs. Effective public participation begins early in the planning process and continues throughout, helping to avoid, minimize, and mitigate negative project impacts while providing the best solutions.

Since the last update, staff have made minor administrative updates, such as updating links, formatting, and document graphics to the plan. The following major updates have also been made to the document:

- **Disproportionate Impact Mitigation**

In the LRTP section of the plan, staff added verbiage regarding assessing areas of environmental impacts of the plan and projects.

- **Continuity of Operations**

Staff included language outlining TPO procedures in the event of an emergency or disaster.

The major update of this PPP has been initiated by feedback from the Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), and Florida Department of Transportation (FDOT). The 45-day review/comment period began **Wednesday, September 9, 2020 and closed at 5 p.m. on October 30, 2020.**

The draft PPP can be viewed at the following link:

www.ecrc.org/FLALTPO

Attached is the following:

- Resolution FL-AL 21-08

RECOMMENDED ACTION: Approval of a motion authorizing the TPO chairman to sign Resolution FL-AL 21-08 adopting the Public Participation Process Plan (PPP) with any changes that may have been presented. The 45-day review/comment period began **Wednesday, September 9, 2020 and closed at 5 p.m. on October 30, 2020.** Please contact Ms. Brittany Ellers, Public Involvement Coordinator, at (850) 332-7976, Extension 220 or brittany.ellers@ecrc.org if additional information is needed.

RESOLUTION FL-AL 21-08
A RESOLUTION OF THE FLORIDA-ALABAMA
TRANSPORTATION PLANNING
ORGANIZATION ADOPTING THE PUBLIC
PARTICIPATION PROCESS PLAN

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

WHEREAS, 23 Code of Federal Regulations (CFR), Part 450, Subpart C, Section 316 (b)(1) states the metropolitan planning process shall, "include a proactive public participation process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing participation of the public in developing plans"; and

WHEREAS, in general, federal legislation built upon previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) to provide states and metropolitan planning organizations specific direction in conducting and promoting broad-based public participation activities; and

WHEREAS, federal legislation requires metropolitan planning organizations to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with a reasonable opportunity to comment on the transportation plan;

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

- 1) The TPO has reviewed its public participation procedures, hereafter referred to as Public Participation Plan, to assure that full and open access to the TPO decision-making process is provided for all citizens and finds the document to be in compliance with the Code of Federal Regulation (CFR 450.316) and the Florida Metropolitan Planning Organization (MPO) Handbook.
- 2) The TPO adopts the Public Participation Plan.

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

**FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Steven Barry, Chairman

ATTEST: _____

ENCLOSURE G

ENCLOSURE G

TPO ONLY

SUBJECT: Appointment of a Florida-Alabama TPO Member and Alternate to Serve on the Metropolitan Planning Organization Advisory Council (MPOAC) for Calendar Year 2021

ORIGIN OF SUBJECT: MPOAC

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND: The MPOAC is a statewide organization created by the Florida Legislature to address transportation issues of common interest to all urbanized areas and Metropolitan Planning Organizations (MPOs) in the state. The MPOAC is made up of MPO members representing each MPO in the state.

At this time each year the MPOAC asks each MPO to elect a representative and an alternate to serve on the MPOAC for the next calendar year. The current member is Commissioner Robert Bender, Escambia County, and the alternate is Commissioner Dave Piech, Santa Rosa County.

The MPOAC generally meets quarterly in Orlando, Florida. ECRC staff assists with travel and hotel arrangements. Expenses are paid by the TPO.

The 2020 MPOAC meetings are scheduled for the following dates:

- January 28, 2021
- April 29, 2021
- July 29, 2021
- October 28, 2021

Attached is the following:

- Florida-Alabama TPO Roster

RECOMMENDED ACTION: Appointment of a TPO member and alternate to serve on the MPOAC for calendar year 2021. This action is recommended in order for the TPO to participate with other MPOAC members to address transportation issues that are of common interest to all urbanized areas and MPOs in the state. Please contact Ms. Mary Beth Washnock, ECRC Transportation Manager, at 1-800-226-8914, Extension 228 or marybeth.washnock@ecrc.org if additional information is needed.

Florida-Alabama TPO Voting Members Roster

BALDWIN COUNTY COMMISSION

CHARLES F GRUBER COMMISSIONER
BALDWIN COUNTY BOARD OF
COUNTY COMMISSION
201 E SECTION AVE
FOLEY AL 36535

Contact
email: cgruber@baldwincountyal.gov
Contact Phone: (251) 943-5061 Ext: 2804
Contact FAX: (251) 972-6842

CITY OF GULF BREEZE

CHERRY FITCH MAYOR
CITY OF GULF BREEZE
P O BOX 640
GULF BREEZE FL 32561-0640

Contact email: cfitch@gulfbreezefl.gov
Contact Phone: (850) 934-5114

CITY OF MILTON

MARY ELLEN JOHNSON COUNCIL
MEMBER
CITY OF MILTON
P.O. BOX 909
MILTON FL 32572

Contact email: mejohnson@miltonfl.org
Contact Phone: (850) 225-1725
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CITY OF ORANGE BEACH

JERRY JOHNSON COUNCIL MEMBER
CITY OF ORANGE BEACH
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CITY OF PENSACOLA

JENNIFER BRAHIER COUNCIL
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email: jbrahier@cityofpensacola.com
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TENIADE' BROUGHTON COUNCIL
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ANN HILL COUNCIL MEMBER
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JARED MOORE COUNCIL MEMBER
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DELARIAN WIGGINS COUNCIL
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ESCAMBIA COUNTY COMMISSION

STEVEN BARRY COMMISSIONER
CHAIR
ESCAMBIA BOARD OF COUNTY
COMMISSIONERS
PO BOX 1591
PENSACOLA FL 32591 1591

Contact email: district5@myescambia.com
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ROBERT BENDER COMMISSIONER
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221 PALAFOX PLACE SUITE 400
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JEFF BERGOSH COMMISSIONER
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LUMON MAY COMMISSIONER
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SANTA ROSA COUNTY COMMISSION

JAMES CALKINS COMMISSIONER
SANTA ROSA BOARD OF COUNTY
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6495 CAROLINE STREET STE M
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Contact email: district3@santarosa.fl.gov
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ROBERT COLE COMMISSIONER
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DAVE PIECH COMMISSIONER VICE CHAIR
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Contact FAX: (850) 983-1856

ENCLOSURE H

ENCLOSURE H

TPO Only

SUBJECT: Consideration of Resolution FL-AL 21-11 Regarding Time and Date of Regular TPO Meetings and Conduct of Meetings Regarding Quorum Requirements

ORIGIN OF SUBJECT: Request from TPO Members

LOCAL GOVERNMENT ACTION NEEDED: None

BACKGROUND:

Quorum

During 2020, The governor's Executive Order 20-246 allowed MPOs and TPOs in the state of Florida to meet and obtain a quorum virtually. The executive order expired November 1, 2020 and was not extended. The Florida -Alabama held their last meeting in October in a hybrid fashion and just barely made a quorum, mostly virtually. Only two board members participated in person. In the past, the quorum requirement was 9 and this was much more attainable than the current requirement of 11.

The reference to a quorum is found in the bylaws as follows:

1.11 TPO CONDUCT OF MEETINGS

*(3) A **majority of the current voting members** of the TPO shall constitute a **quorum**. No official action shall be taken without a quorum. No resolution or motion shall be adopted by the TPO except upon the affirmative vote of a majority of the members present, or of a two-thirds (2/3) majority of the voting members present for items requiring a two-thirds (2/3) majority vote, as specified in Section 1.09, TPO Meeting Agenda.*

Meeting Time

Two of the new City of Pensacola Council members have submitted written requests to move the meeting times from Wednesday at 9:00 a.m. to Wednesday afternoon. The meeting dates were established so that the TPO board meetings would not interfere with local government meetings. The time has been moved to the afternoon in the past and then moved back to the morning. The council members have told staff that the request to move the meetings is to accommodate members who work in the mornings and for citizens to be better able attend the meetings.

The reference to meeting times is found in the by-laws as follows:

1.05 TPO REGULAR MEETINGS

*(1) Regular meetings of the TPO shall be held as needed, at a **time and place** designated by the TPO chair; normally scheduled on the **second Wednesday of the month**.*

Therefore, changing the time of the meeting would not necessitate an amendment to the bylaws.

The current bylaws can be found at:

www.ecrc.org/FLALByLaws

Attached are the following:

- Email requests for time change from Councilwoman Brahier and Councilwoman Hill
- Resolution FL-AL 21-11

RECOMMENDED ACTION: Approval of a motion authorizing the TPO chairman to sign Resolution FL-AL 21-11, changing the TPO meeting time and amending the bylaws to change the TPO quorum from a majority of voting members to 9. This action is recommended in order to address the recent requests by new TPO board members and to address the need to address the quorum requirement. Please contact Ms. Mary Beth Washnock, Transportation Manager, at (850) 332-7976, Extension 228 or marybeth.washnock@ecrc.org if additional information is needed.

Mary Beth Washnock

From: Jennifer Brahier <JBrahier@cityofpensacola.com>
Sent: Monday, January 4, 2021 11:27 AM
To: Mary Beth Washnock
Subject: Meeting Time

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Happy New Year!

Thank you so much for the orientation last week. It was invaluable!

I am writing to formally request that our meeting times be moved from the morning to Wednesday afternoons. My goal is to be fully involved in the TPO and am hoping for the ability to not have a work/scheduling conflict and I also think there would be more opportunity for citizen involvement in the afternoon.

Thank you for this consideration.

Jennifer Brahier
Pensacola City Council, District 1

Mary Beth Washnock

From: Austin Mount
Sent: Tuesday, January 5, 2021 9:27 AM
To: Mary Beth Washnock
Subject: FW: Change of time requested for TPO meetings

Austin

From: Ann Hill <AHill@cityofpensacola.com>
Date: Monday, January 4, 2021 at 1:20 PM
To: Austin Mount <austin.mount@ECRC.org>
Cc: Don Kraher <dkraher@cityofpensacola.com>
Subject: Change of time requested for TPO meetings

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, Austin -

I am writing to formally request that our TPO meeting times be moved from the morning to Wednesday afternoons.

Afternoons work better for me personally, and I also think there would be more opportunity for citizen involvement in the afternoon.

Thanks

Ann Hill
Pensacola City Council D6

RESOLUTION FL-AL 21-11

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION AMENDING THE BYLAWS, POLICIES, AND PROCEDURES

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) serves as the Metropolitan Planning Organization (MPO) for the Census Defined Pensacola FL-AL Urbanized Area and has been designated as the local agency responsible for carrying out the provisions of Part 23, Section 450.306, Code of Federal Regulations and Chapter 339.175 (2) and (3), Florida Statutes; and

WHEREAS, the *Interlocal Agreement for Creation of the Florida-Alabama TPO* sets forth the powers, privileges and authority of the TPO under Federal and State Regulations; and

WHEREAS, the *Bylaws, Policies and Procedures of the Florida-Alabama TPO* prescribe the operating rules and procedures of the TPO in compliance with the *Interlocal Agreement for Creation of the Florida-Alabama TPO*; and

WHEREAS, the *Bylaws, Policies and Procedures of the Florida-Alabama TPO* contains the requirements for TPO meeting agendas and voting requirements consistent with Section 339.175 Florida Statutes; and

WHEREAS, the current *Bylaws, Policies and Procedures of the Florida-Alabama TPO*, adopted on June 9, 2004, state a quorum requirement of a majority of voting members (11); and

WHEREAS, a quorum has become increasingly difficult to attain;

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

The Florida-Alabama TPO amends the Bylaws, Policies and Procedures of the Florida-Alabama TPO to decrease the quorum requirement to 9.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 10th day of February 2016.

**FLORIDA- ALABAMA TRANSPORTATION
PLANNING ORGANIZATION**

BY: _____
Steven Barry, Chairman

ATTEST: _____

MULTI MODAL UPDATE

PRESENTATIONS

ENCLOSURE I

ENCLOSURE I

ALL COMMITTEES

SUBJECT: Implementation of Targets for Safety Performance Measures

ORIGIN OF SUBJECT: Federal Transportation Legislation Moving Ahead for Progress in the 21st Century (MAP-21)) Act and Fixing America's Surface Transportation (FAST) Act, Federal Highway Administration, and Alabama and Florida Departments of Transportation

LOCAL GOVERNMENT ACTION NEEDED: None.

BACKGROUND: Annually, Transportation Planning Organizations (TPOs) are required to adopt targets for Safety Performance Measures by February 27. Since the Florida-Alabama TPO Planning Boundary crosses state lines, the TPO must plan and program projects to contribute towards separate targets—one set for each state in which the planning area boundary extends state lines. The TPOs can either accept the DOT targets or establish their own targets (see requirements in the next paragraph). In 2018, 2019, and 2020, the Florida-Alabama TPO accepted the DOT targets for Safety Performance Measures by adopting Resolutions FL-AL 18-01, FL-AL 19-01, and FL 20-01. The necessary language for Safety Performance Measures was incorporated into the FY 2019-2023, FY 2020-2024, and FY 2021-2025 Transportation Improvement Programs (TIPs) and amendments to the TIP and the 2045 Long-Range Transportation Plan. **If a TPO agrees to support a State Highway Improvement Program Target, the TPO would:**

- Work with state and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Coordinate with the state and include the safety performance measures and the state's Highway Improvement Program targets for those measures in the Metropolitan Transportation Plan.
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other state safety transportation plans and processes such as applicable portions of the Highway Safety Improvement Program, including the Strategic Highway Safety Plan.
- Include a description in the Transportation Improvement Program of the anticipated effect of the Transportation Improvement Program toward achieving Highway Safety Improvement Program targets in the Metropolitan Transportation Plan, linking investment priorities in the Transportation Improvement Program to those safety targets.

If a TPO establishes its own Safety Performance Target, the TPO would:

- Establish Highway Safety Improvement Program targets for all public roads in the metropolitan planning area in coordination with the state.
- Estimate vehicle miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets.
- Coordinate with the state and include the safety performance measures and the TPO's safety targets for those measures in the Metropolitan Transportation Plan.
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other state safety transportation plans and processes such as applicable portions of the Highway Safety Improvement Program, including the Strategic Highway Safety Plan.
- Include a description in the Transportation Improvement Program of the anticipated effect of the Transportation Improvement Program toward achieving Highway Safety Improvement

Program targets in the Metropolitan Transportation Plan, linking investment priorities in the Transportation Improvement Program to those safety targets.

The Florida Department of Transportation has adopted a “Vision Zero” target for the five safety measures. This “Vision Zero” target is based on the Florida Strategic Highway Safety Plan. The Alabama Department of Transportation has a “Toward Zero Death Initiative.” The table below illustrates the targets the TPO adopted in 2018, 2019, and 2020 as well as DOT targets for 2021. The targets are based on a five-year rolling average: 2018 (2012-2016), 2019 (2013-2017), 2020 (2014-2018) and 2021 (2015-2019). **If there is a desire for the TPO to set targets for Safety which are different from FDOT and ALDOT, please e-mail Gary Kramer of the ECRC staff by January 16, 2021.**

Entity	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
FDOT (2018)	0	0	0	0	0
FDOT (2019)	0	0	0	0	0
FDOT (2020)	0	0	0	0	0
FDOT (2021)	0	0	0	0	0
ALDOT (2018)	1,010	1.490	8,369	12.420	390
ALDOT (2019)	932	1.330	8,469	12.080	394
ALDOT (2020)	964	1.35	8,143	11.08	384
ALDOT (2021)	961	1.364	6,595	9.355	366

FDOT'S METHODOLOGY

Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted its own version of the national vision, “Driving Down Fatalities.” FDOT is committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is the FDOT safety performance target. This target is consistent throughout the FDOT Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

Number of Fatalities

Based on statistical forecasting, the five-year rolling average for total fatalities on Florida's roads is forecasted to be between 2,947 and 3,284 in 2021. This forecast was made by combining Fatality Analysis Reporting System data with current state data from 2009 to 2019 to predict probable

outcomes for 2020 and 2021. Florida's target for fatalities is zero in 2021. While the data forecast indicates Florida's five-year rolling average for fatalities could continue to trend upward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities.

Number of Serious Injuries

Based on statistical forecasting, the five-year rolling average for serious injuries on Florida's roads is forecasted to be between 17,481 and 18,894 in 2021. This forecast was made by combining Fatality Analysis Reporting System data with current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021. Florida's target for serious injuries is zero in 2021. The data forecast indicates Florida's five-year rolling average of serious injuries will continue to trend downward in 2020 and 2021. The FDOT State Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.

Fatality Rate

Based on statistical forecasting, the five-year rolling average for fatality rate per 100 million Vehicle Miles Traveled (VMT) on Florida's roads is forecasted to be between 0.91 and 1.83 in 2021. This forecast was made by combining Fatality Analysis Report System data with current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021. Florida's target for fatality rate per 100 million vehicle miles traveled is zero in 2021. While data forecast indicates Florida's fatality rate per 100 million VMT will trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend and ultimately reduce the fatality rate per 100 million VMT.

Serious Injury Rate

Based on statistical forecasting, the five-year rolling average for serious injury rate per 100 million VMT on Florida's roads is forecasted to be between 6.50 and 9.48 in 2021. This forecast was made by using current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021. Florida's target for serious injury rate per 100 million VMT is zero in 2021. While the data forecast indicates Florida's serious injury rate per 100 million VMT could continue to trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads.

Total Number of Non-Motorized Fatalities and Serious Injuries

Based on statistical forecasting, number of non-motorized fatalities and serious injuries on Florida's roads is forecasted to be between 3,104 and 3,402 in 2021. This forecast was made by combining Fatality Analysis Report System data with current state data from 2009 to 2019 to predict probable outcomes for 2020 and 2021. Florida's target for number of non-motorized fatalities and serious injuries is zero in 2021. While the data forecast indicates Florida's number of non-motorized fatalities and serious injuries could continue to trend downward in 2020 and 2021, the FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of pedestrian fatalities.

ALDOT's METHODOLOGY

Number of Fatalities

This performance target was developed through a trend line analysis of the five-year moving average for fatalities. This analysis determined the 5-year moving average trend of fatalities in Alabama. This target supports the Strategic Highway Safety Plan by helping Alabama focus its

strategy, investment, and making decisions on allocating its resources to reduce long-term fatality trends.

Number of Serious Injuries

This performance target was developed through a trend line analysis of the five-year moving average for serious injuries. This analysis determined the 5-year moving trends of serious injuries in Alabama. This target supports the Strategic Highway Safety Plan by helping Alabama focus its strategy, investment, and making decisions on allocating its resources to reduce long-term serious injury trends.

Fatality Rate

This performance target was developed using the Serious Injuries and an estimated 1% growth in VMT from the previous year. This target represents the projected fatalities as a ratio of 100 million VMT. This target supports the Strategic Highway Safety Plan by helping Alabama focus its strategy, investment, and making decisions on allocating its resources to reduce serious injury rate trends.

Serious Injury Rate

This performance target was developed using the fatalities and an estimated 1% growth in VMT growth of 1%. The target represents the projected serious injuries as a ratio to 100 million VMT. This target supports the Highway Safety Improvement Plan by helping Alabama focus its strategy, or direction, and making decisions on allocating its resources to reduce long-term serious injury rate trends.

Number of Non-Motorized Fatalities and Serious Injuries

This performance target was developed through a trend line analysis of the five-year moving average for non-motorized fatalities and serious injuries. This analysis determined the non-motorized fatalities and serious injuries 5-year moving average trend of non-motorized fatalities and serious injuries. This target supports the Strategic Highway Safety Plan by helping Alabama focus its strategy, investment, and making decisions on allocating its resources to reduce long-term non-motorized fatalities and serious injuries trends.

RECOMMENDED ACTION: This item is for information only this month and approval at the February 2021 TPO meeting. Please contact Mr. Gary Kramer ECRC Staff, at gary.kramer@ecrc.org or (850) 332-7976, Extension 219, if additional information is needed.

ENCLOSURE J

ENCLOSURE J
INFORMATION ITEMS
ALL COMMITTEES

- TCC and CAC October 2020 Meeting Minutes
- FL-AL TPO October 2020 Actions Report
- FL-AL TPO Mobility Profile
- Current 2021 FL-AL TPO Schedule

For more information, please contact Ms. Mary Beth Washnock, Transportation Manager at Marybeth.Washnock@ecrc.org

FLORIDA - ALABAMA TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES
EMERALD COAST REGIONAL COUNCIL (Designated staff)
Virtual GoToMeeting
October 13, 2020

Members in Attendance:

Matthew Brown	Baldwin County
Griffin Powell, Chair	City of Orange Beach
Terri Malone, Vice Chair	Escambia County
John Fisher	Escambia County
Victoria D'Angelo	City of Pensacola
Ryan Novota	City of Pensacola
Mike Ziarnik	City of Pensacola
Andrew Zupkoff	Santa Rosa County
Zakkiyyah Osuigwe	Santa Rosa County
Andrea Levitt	Pensacola Airport
Tonya Ellis	Escambia County Area Transit

Members Not in Attendance:

Vince Jackson	Baldwin County
Glenn C Griffith	Brownfields Coordinator
Samantha Abell	City of Gulf Breeze
David Forte	City of Pensacola
Sarah C Hart	City of Pensacola
Derrik Owens	City of Pensacola
Brandon Knight	Emerald Coast Utilities Authority
Darlene Hart	Escambia County School District
Rodriques A Kimbrough	Escambia County Area Transit
Max Rogers	Escambia County CRA
Steve Opalenik	Pensacola Naval Air Station
Ted Young	Pensacola State College
Amy Miller	Port of Pensacola
Morgan Lamb	Santa Rosa Bay Bridge Authority
Jud Crane	Santa Rosa County
Stephen L Furman	Santa Rosa County
Tony Gomillion	Santa Rosa County
Chris Phillips	Santa Rosa County
Virginia Sutler	Santa Rosa County
Chip Chism	University of West Florida

OTHERS IN ATTENDANCE

Vince Beebe	ALDOT
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Ben Faust	DRMP, Inc.
Christine Fanchi	Escambia County
Christy Johnson	FDOT
Bryant Paulk	FDOT
Cory Wilkinson	HDR Engineering
Shawn Dikes	HDR Engineering
Ann Hill	Pensacola City Council

EMERALD COAST REGIONAL COUNCIL STAFF

Tiffany Bates
Caitlin Cerame
Brittany Ellers
Rae Emary-McFee
Mary Jo Gustave
Gary Kramer
Maggie Lichtenwalner
Rob Mahan
Austin Mount
Jill Lavender Nobles
Howard Vanselow
Mary Beth Washnock

A. CALL TO ORDER/INVOCATION/PLEDGE/BOARD MEMBER ROLL CALL

Chair Powell called the meeting to order.

B. APPROVAL OF AGENDA

Mr. Ziarnek moved to approve the agenda. Ms. D'Angelo seconded the motion, and it was unanimously approved.

C. PUBLIC FORUM

No Comments.

D. FDOT/ALDOT/ECRC UPDATES:

1. FDOT UPDATE Mr. Bryant Paulk, AICP, or Ms. Christy Johnson, AICP, Florida Department of Transportation (FDOT) Urban Liaisons

Mr. Paulk reported on the repairs to the Pensacola Bay Bridge. He stated that demolition on the damaged side of the bridge is scheduled to begin. He said that the department is coordinating with ECAT to help fund a route from the Pensacola Bay Center to Tiger Point in Gulf Breeze.

2. ALDOT UPDATE Mr. Vincent Beebe, P.E., Alabama Department of Transportation (ALDOT)

Mr. Beebe gave an update on the SR-180 widening from Foley Beach Express to west of SR-181. He reported that clean-up operations from Hurricane Sally are underway. Mr. Beebe stated that construction completion is anticipated by the beginning 2021.

Mr. Beebe reported that ALDOT is currently finalizing the design for the new roadway and bridge from SR-180 to the Foley Beach Express. He stated that ALDOT is currently completing some remaining ROW acquisition and is acquiring United States Coast Guard permits. Mr. Beebe reported that the current anticipated construction lettings for the bridge project will be towards the beginning 2021 and for the roadway project towards the middle of 2021.

Mr. Beebe gave an update on the CR 99 shoulder widening project in the William Area that Baldwin County is the lead on. He stated that the design has been finalized, the environmental documents have been obtained, and the anticipated letting date will be within the next few months.

Mr. Beebe reported on an upcoming resurfacing project for SR 182 with an anticipated letting date in December.

E. CONSENT:

1. ALL COMMITTEES Approval of September 2020 Meeting Minutes.

Ms. Osuigwe moved to approve the September 2020 FL-AL TCC meeting minutes. Mr. Ziarnik seconded the motion, and it was unanimously approved.

F. ACTION:

1. ENCLOSURE A – ALL COMMITTEES – TPO ROLL CALL VOTE: Consideration of Resolution FL-AL 20-23 Amending the FY 2021-2025 Transportation Improvement Program to Add the Design and Construction Phases for Pea Ridge Connector from US 90 to Hamilton Bridge Road Capacity Project Locally Funded in FY 2020/2021 at a Total Cost of \$14,500,000 – Mr. Gary Kramer, ECRC Staff

Mr. Kramer presented. There were no questions or comments.

Ms. Osuigwe moved to recommend the TPO authorize the TPO chairman to sign Resolution FL-AL 20-23 amending the FY 2021-2025 Transportation

Improvement Program to add the design and construction Phases for Pea Ridge Connector from US 90 to Hamilton Bridge Road capacity project, locally funded in FY 2020/2021 at a total cost of \$14,500,000. Mr. Ziarnek seconded the motion, and it was unanimously approved.

2. ENCLOSURE B – ALL COMMITTEES – TPO ROLL CALL VOTE: Consideration of Resolution FL-AL 20-24 to Adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan – Mr. Gary Kramer, ECRC Staff

Mr. Kramer presented.

Ms. Ellis stated that she had concerns utilizing transit funds to fund a project's road diet.

Mr. Mount stated that the funds programmed for public transit are coming out of boxed funds which were created by the TPO many years ago to fund transit capital improvements. He explained that funds that come through the TPO are intended for roads and highway construction. He stated that the recommendation is to leave the work program as is for the next five years to allow for continual funding towards transit capital improvements and then in the next 20 years those funds would be converted back into highway funds to accomplish the road diet for West Cervantes.

Ms. Osuigwe asked Ms. Ellis what these funds have been used for regarding transit capital improvements.

Ms. Ellis reported that those boxed funds go towards purchasing vehicles, buses, stop signs, preventative maintenance and things of that nature.

Ms. Osuigwe asked if it is appropriate for transit to be spending the funds on those items.

Mr. Mount stated that there should be a joint participation agreement with either FDOT or FTA outlining what those eligible expenditures are.

Mr. Paulk stated that once those funds get transferred under FTA, they are utilized at the decision of FTA's rules and requirements.

Ms. D'Angelo asked if funds were being utilized from two separate pots of money to help fund the road diet.

Mr. Kramer stated that six million dollars was double counted for the ITS plan and that the recommendation is to take the remaining seven million dollars needed to fully fund the road diet on West Cervantes from public transportation.

Ms. D'Angelo asked where that would put construction of the road diet as programmed.

Mr. Kramer reported that once the priorities are completed again next year, FDOT will use the list as a guide to build the work program. He said it would be at least seven to eight years out as currently programmed.

Mr. Mount stated that with the impacts of COVID to the state of Florida and the Federal Highway system there is going to be at least a \$1.4 billion hit which will potentially shift projects out farther into the work program which is why highway dollars are that much more important over the next five to ten years. He said that converting highway dollars into transit dollars does not advance the purpose of this organization, when there are FTA funds available for transit.

Ms. Osuigwe asked if that six million dollars could be allocated to multi-use and bike trails.

Mr. Mount reported that the six million dollars would ultimately be utilized for the West Cervantes road diet. He said that if this committee wants to make a recommendation to defund capacity projects and put the funding towards multimodal then that is the choice of this committee. He stated that the recommendation was to accomplish the road diet on West Cervantes due to the conversations that were had along with the support from the local community.

Ms. D'Angelo asked if this action needed to be taken today or if it could be postponed allowing for more conversation.

Mr. Kramer reported that this needs to be adopted by November 3, 2020.

Ms. Osuigwe moved to recommend the TPO authorize the TPO chairman to sign Resolution FL-AL 20-24 to adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan as presented. Ms. Ellis seconded the motion.

Roll Call Vote

Terri Malone	No
Victoria D'Angelo	No
Ryan Novota	Abstain
Mike Ziarnek	No

Andrew Zupkoff	Abstain
Zakkiyyah Osuigwe	No
Andrea Levitt	No
Tonya Ellis	No

The motion failed.

Mr. Ziarnnek stated that it is very important that transit be included in any conversation when talking about the future.

Ms. D'Angelo moved to recommend the TPO authorize the TPO chairman authorize the TPO chairman to sign Resolution FL-AL 20-24 to adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan and to carry forward funds to be reserved for West Cervantes Street with matching funds to be determined at a later time; and to authorize staff to convert the projects into project phases for the following fiscal year groupings 2020-2025 (TIP); 2026-2030; 2031-2035; and 2036-2045 by using "year of expenditure dollars"; and recognizing the following items have been approved by the TPO and will be summarized in the 2045 Long Range Transportation Plan Final Report: Goals Objectives - Resolution FL-AL 19-16 adopted on July 10, 2019; Financial Resources - Resolution FL-AL 20-03 adopted on February 12, 2020; Evaluation Criteria - Resolution FL-AL 20-03 adopted on February 12, 2020; Congestion Management Process Major Update - Resolution FL -AL 20-07 adopted on May 13, 2020; 2045 Needs Plan - Resolution FL-AL 20-14 adopted on July 8, 2020; and 2045 Cost Feasible Plan - Resolution FL-AL 20-24 adopted on October 14, 2020. Ms. Osuigwe seconded the motion, and it was unanimously approved.

G. MULTI MODAL UPDATE:

Ms. Ellis reported on the service route from the Pensacola Bay Center to Garcon Point and then to Tiger Point Community Center. She said funding has been coordinated through FDOT and is looking for additional funding to extend the route to go to the Pensacola Beach. She stated that ECAT is looking into additional transit for riders once getting off the ferry either on the Pensacola side or Guld Breeze side.

Ms. Washnock asked if there is any service from Triger Point to Gulf Breeze.

Ms. Ellis stated that currently there is no funding for that service but ECAT is working with FTA and FDOT to reinstate it.

Ms. Washnock asked if the Pensacola Bay ferries would be used for the proposed ferry service.

Ms. Fanchi reported that those ferries were purchased by the National Park Service to be a recreational park ferry and cannot be used as a commuter service. She said that ECAT is putting together an ask for emergency funds to provide a commuter ferry service through FDOT, FTA, and FHWA.

Ms. Washnock asked if the commuter ferry service will carry vehicles or just passengers.

Ms. Fanchi stated that at this time, ECAT is only considering passenger service and are looking at opportunities at each end to connect commuters to work and home by either parking their personal cars, people movers, electric vehicles, scooters, and the beach trolleys.

H. PRESENTATIONS (no action):

1. ENCLOSURE C – ALL COMMITTEES Update on the Escambia/Santa Rosa Regional Advanced Traffic Management System (ATMS) and Traffic Signalization Tasks of the Existing Joint Participation Agreement (JPA) – Mr. Ben Faust, PE, DRMP, Inc.

Mr. Faust presented.

Mr. Novota stated that the City of Pensacola has been in contact with Ingram about installing monovision units at the locations where there used to be smart grid detection. He said one year of free services comes with the purchase of that monovision unit.

Mr. Mount stated that the intent of this system is to be the platform for smart cities for the region, allowing for data warehousing, collection, and processing.

2. ENCLOSURE D – ALL COMMITTEES Review of the Draft Berryhill Road West Corridor Management Plan (CMP) Scope of Services – Ms. Caitlin Cerame, ECRC staff

Ms. Cerame presented. There were no questions or comments.

3. ENCLOSURE E – ALL COMMITTEES Escambia County Area Transit Update to the Transit Development Plan – Mr. Rob Mahan, ECRC Staff

Mr. Mahan introduced Mr. Shawn Dikes from HDR Engineering. Mr. Dikes presented. There were no questions or comments.

I. INFORMATION ITEMS (no presentation necessary)

1. ENCLOSURE J - ALL COMMITTEES

- **TCC and CAC September Meeting Minutes**
- **FL-AL TPO July 2020 Actions Report**
- **Letter to FDOT: Signed Resolution FL-AL 20-19 Amendment to FY 2021-2025 Transportation Improvement Program (TIP)**
- **Letter to FDOT: Signed Resolution FL-AL 20-20 Amendment to the FY 2021-2025 Transportation Improvement Program (TIP)**
- **Letter to FDOT: Signed Resolution FL-AL 20-21 Amendment to the FY 2021-2025 Transportation Improvement Program (TIP)**
- **Administrative Amendment to the Transportation Improvement Program (TIP) of the Florida-Alabama Transportation Planning Organization (TPO)**
- **Current 2020 FL-AL TPO Schedule**

J. OTHER BUSINESS – The next Florida-Alabama TPO meeting will be Wednesday, December 9, 2020 at 9:00 a.m., at the Pensacola Bay Center – 201 E Gregory St, Pensacola, FL 32502. Advisory committee meetings: The TCC will meet on Tuesday, December 8, 2020 at 10:00 a.m. The CAC is scheduled to meet Tuesday, December 8, 2020 at 3:00 p.m., Pensacola Bay Center – 201 E Gregory St, Pensacola, FL 32502

K. ADJOURNMENT

The meeting was adjourned at 1:03 P.M.

FLORIDA - ALABAMA TRANSPORTATION PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE (CAC) MINUTES
EMERALD COAST REGIONAL COUNCIL (Designated staff)
Virtual GoToMeeting
October 13, 2020

Members in Attendance:

Vernon Compton
Barbara Mayall
Bill Jeffries
Sandy Boyd
Sean Bullington
Timothy Grier
Tim Pagel
Mike Kilmer
Mark Wright
Jim Roberts

Members Not in Attendance:

Anne B. Bennett
Charletha D. Powell
Patrick M. McClellan
Tommy Lee White
Terry Miller
Kurt Larson
Lisa Walsh

OTHERS IN ATTENDANCE

Vince Beebe	ALDOT
Ben Faust	DRMP, Inc.
Terri Malone	Escambia County
Tonya Ellis	Escambia County Area Transit
Bryant Paulk	FDOT
Christy Johnson	FDOT
Cory Wilkinson	HDR Engineering
Shawn Dikes	HDR Engineering
Ann Hill	Pensacola City Council
Andrew Zupkoff	Santa Rosa County

EMERALD COAST REGIONAL COUNCIL STAFF

Tiffany Bates
Caitlin Cerame
Rae Emary-McFee

Gary Kramer
Rob Mahan
Austin Mount
Jill Lavender Nobles
Brittany Ellers
Maggie Lichtenwalner
Howard Vanselow
Mary Jo Gustave
Mary Beth Washnock

A. CALL TO ORDER/INVOCATION/PLEDGE/BOARD MEMBER ROLL CALL

Chair Compton called the meeting to order.

B. APPROVAL OF AGENDA

Ms. Mayall moved to approve the agenda. Mr. Jeffries seconded the motion, and it was unanimously approved.

C. PUBLIC FORUM

No Comments.

D. FDOT/ALDOT/ECRC UPDATES:

1. FDOT UPDATE Mr. Bryant Paulk, AICP, or Ms. Christy Johnson, AICP, Florida Department of Transportation (FDOT) Urban Liaisons.

Mr. Paulk reported on the repairs of the Pensacola Bay Bridge. He stated that the repair schedule is anticipated to last six months, reopening the bridge in March 2021. He said that the department is coordinating with ECAT to help fund a route from the Pensacola Bay Center to Tiger Point in Gulf Breeze.

Ms. Mayall asked if there are any upgrades that could help reduce the number of limbs and trash that gets into the water during heavy rainfalls and winds.

Mr. Paulk stated that he would check with the maintenance office to see if there are any approved techniques to help reduce the amount of debris.

Mr. Roberts asked about the legal action against Skanska regarding the tolls on Garcon Point Bridge.

Mr. Paulk reported that FDOT is looking at Skanska for some level of toll revenue. He said FDOT is not looking for revenue based on the volume of cars utilizing the

bridge now, but is rather looking at the previous six months' worth of total activity and agreeing on an amount based on that.

Mr. Bullington asked if the six-month repair timeframe on the Pensacola Bay Bridge included bad weather days.

Mr. Paulk stated that bad weather days are not included in that six-month timeframe. He said that due to the bridge being closed there will be no holiday travel impacts.

Mr. Bullington asked if there was any way to make the I-110 ramp going westbound onto I-10 any safer due to the several traffic accidents that have occurred there.

Mr. Paulk stated that FDOT can have the safety department look into any necessary signage improvements or maybe provide some advanced warning notification.

2. ALDOT UPDATE Mr. Vincent Beebe, P.E., Alabama Department of Transportation (ALDOT)

Mr. Beebe gave an update on the SR-180 widening from Foley Beach Express to west of SR-181. He reported that clean-up operations from Hurricane Sally are underway and are working between the utilities and roadway contractors. Mr. Beebe stated that construction completion is anticipated at the beginning 2021.

Mr. Beebe reported that ALDOT is currently finalizing the design for the new roadway and bridge from SR-180 to the Foley Beach Express. He stated that ALDOT is currently completing some remaining ROW acquisition and is acquiring United States Coast Guard permits. Mr. Beebe reported that the current anticipated construction lettings for the bridge project will be towards the beginning of 2021 the roadway project will begin towards the middle of 2021.

Mr. Beebe gave an update on the CR 99 shoulder widening project in the William Area that Baldwin County is the lead on. He stated that the design has been finalized, the environmental documents have been obtained and the anticipated letting date will be within the next few months.

Mr. Beebe reported on an up-coming resurfacing project for SR-182 and the anticipated letting date in December.

E. CONSENT:

1. ALL COMMITTEES Approval of September 2020 Meeting Minutes.

Mr. Pagel moved to approve the September 2020 CAC meeting minutes. Mr. Roberts seconded the motion and it was unanimously approved.

F. ACTION:

- 1. ENCLOSURE A – ALL COMMITTEES – TPO ROLL CALL VOTE: Consideration of Resolution FL-AL 20-23 Amending the FY 2021-2025 Transportation Improvement Program to Add the Design and Construction Phases for Pea Ridge Connector from US 90 to Hamilton Bridge Road Capacity Project Locally Funded in FY 2020/2021 at a Total Cost of \$14,500,000 – Mr. Gary Kramer, ECRC Staff**

Mr. Kramer presented. There were no questions or comments.

Mr. Wright moved to recommend the TPO authorize the TPO chairman to sign Resolution FL-AL 20-23 amending the FY 2021-2025 Transportation Improvement Program to add the design and construction phases for Pea Ridge Connector from US 90 to Hamilton Bridge Road capacity project locally funded in FY 2020/2021 at a total cost of \$14,500,000. Ms. Mayall seconded the motion and it was unanimously approved.

- 2. ENCLOSURE B – ALL COMMITTEES – TPO ROLL CALL VOTE: Consideration of Resolution FL-AL 20-24 to Adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan – Mr. Gary Kramer, ECRC Staff**

Mr. Kramer and Ms. Ellers presented.

Mr. Bullington asked if some of the funds from priority number one could be transferred to priority number six to help fund the Pine Forest Road project.

Mr. Kramer reported that priority number one, the ITS project, has been a project priority for a couple of years and should be funded in the beginning of 2024 through physical year 2029.

Mr. Bullington stated that he did not understand why money was easily transferred to West Cervantes and not Pine Forest Road.

Mr. Kramer stated that the West Cervantes road diet had received comments from both FDOT and politically in favor of this project having a high priority.

Mr. Roberts stated that a recommendation should be made to the council regarding Nine Mile Road and Pine Forest Road moving up on the priority list.

Mr. Kramer stated that the Pine Forest Road segment from I-10 to CR-297A is number seven in the LRTP.

Mr. Bullington asked what good ITS is going to accomplish when there is so much infrastructure and improvement needed.

Chairman Compton stated that through the ITS presentations and learning about other communities that have this system implemented, the ITS systems have been proven to help move traffic more safely and efficiently. He said that this system is a cost-effective way of doing business rather than adding more asphalt.

Mr. Bullington stated that those systems seem to work well in an area that does not have a huge population of growth like north of the interstate. He asked why funds were able to be pulled from the ITS plan project and moved over to West Cervantes and not Pine Forest Road.

Mr. Kramer stated that the seven million dollars that was moved from the ITS project was a double count.

Mr. Grier asked what the justification was for funding a project so low on the list instead of funding a portion of a higher priority project.

Mr. Kramer stated that it was a suggestion on what to do with the leftover funds.

Ms. Washnock reported the ATMS project does not just cover Escambia County and Santa Rosa County, but rather the entire region. She stated that the board has agreements with each local government to support the ATMS project. She said that the West Cervantes project has seen a lot of support for multiple organizations so that project is trying to be funded and completed in order to move forward.

Mr. Mount stated that it is his recommendation to pull funding from public transportation for capital improvements. He reported that it was recommended because those funds originate from roadway capacity dollars and with the significant future deficit of funding impact due to COVID, it is important to get funding back into roadway improvements. He expressed the public involvement and public support behind the West Cervantes Street project .

Mr. Bullington asked if it was easy to remove the seven million dollars in funding from the Regional ITS plan.

Mr. Mount stated that those funds were already programmed in the five-year work program. He said that staff was able to subtract those funds from this cost feasible plan because they were made up for in that work program.

Mr. Bullington suggested that maybe another review should happen to see where else those funds can come from instead of removing money from public transportation for capital improvements.

Mr. Mount stated that if this project was to go out for bid and it came in significantly less than the budgeted amount, then there would be cost savings but that will not be known for a couple of years down the road. He said that it is the decision of the TPO as to how to approach this.

Mr. Bullington asked if Pine Forest Road had a PD&E funded.

Mr. Kramer reported that Pine Forest is fully funded in the LRTP for PD&E, design, ROW, and construction, but it is two separate pots of money; ROW/construction and PD&E with design.

Chairman Compton asked how many years that project would take in this Cost Feasible Plan.

Mr. Kramer reported that it would take about ten years as it stands now.

Chairman Compton asked if there were any other FDOT emergency funds that could be put towards funding West Cervantes.

Mr. Paulk reported that the department has funded the safety improvements as an independent project. He said that the secondary project is the complete streets aspect, which is not eligible for emergency safety funds.

Mr. Wright asked if the City of Pensacola and Escambia County would be willing to help fund the West Cervantes project.

Mr. Paulk stated that Escambia County and the City of Pensacola have already put up a significant amount of funding that went towards the safety improvement projects. He said at this time there has not been further discussions for additional funding.

Mr. Grier stated that taking six million dollars from public transportation will create a problem once Nine Mile Road is completed due to the amount of jobs that will be available in the community.

Mr. Bullington stated that he agreed with Mr. Grier.

Mr. Paulk stated that everything that is needed to answer these questions is being presented. He said that all of the money is made available to the TPO and it is at the discretion of the TPO to fund this project list.

Chairman Compton stated that he understands the challenges this committee faces with fixing new problems and existing problems with the large TPO area represented.

Mr. Wright moved to recommend the TPO authorize the TPO chairman to sign Resolution FL-AL 2020-24 to adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan as presented. Mr. Kilmer seconded the motion.

Roll Call Vote

Vernon Compton	Yes
Sean Bullington	No
Timothy Grier	No
Tim Pagel	Yes
Mike Kilmer	Yes
Mark Wright	Yes
Jim Roberts	Yes

The motion was approved with Mr. Bullington and Mr. Grier opposed.

Mr. Kilmer moved to recommend the TPO authorize the TPO staff to convert the projects into Project Phases for the following fiscal year groupings 2020-2025 (TIP); 2026-2030; 2031-2035; and 2036-2045 using "year of expenditure dollars"; and to recognize the following items have been approved by the TPO and will be summarized in the 2045 Long Range Transportation Plan Final Report: Goals Objectives Resolution 19-16 adopted on July 10, 2019; Financial Resources Resolution 20-03 adopted on February 12, 2020; Evaluation Criteria Resolution 20-03 adopted on February 12, 2020; Congestion Management Process Major Update Resolution 20-07 adopted on May 13, 2020; 2045 Needs Plan Resolution 20-14 adopted on July 8, 2020; and 2045 Cost Feasible Plan Resolution 20-24 adopted on October 14, 2020. Mr. Wright seconded the motion.

Roll Call Vote

Vernon Compton	Yes
Sean Bullington	No
Timothy Grier	No
Tim Pagel	Yes

Mike Kilmer Yes
Mark Wright Yes
Jim Roberts Yes

The motion was approved with Mr. Bullington and Mr. Grier opposed.

G. MULTI MODAL UPDATE:

Ms. Ellis reported on the service route from the Pensacola Bay Center to Garcon Point and then to Tiger Point Community Center. She said funding has been coordinated through FDOT and is looking for additional funding to extend the route to go to Pensacola Beach. She stated that ECAT is looking into additional transit for riders once getting off the ferry, either on the Pensacola side or Gulf Breeze side.

Mr. Roberts asked how ECAT is going to transport people from Pensacola and Gulf Breeze to various points once they get off the ferries.

Ms. Ellis stated that one of the proposed ideas is to provide a trolley service from the ferry to some of the demanded destinations.

H. PRESENTATIONS (no action):

- 1. ENCLOSURE C – ALL COMMITTEES Update on the Escambia/Santa Rosa Regional Advanced Traffic Management System (ATMS) and Traffic Signalization Tasks of the Existing Joint Participation Agreement (JPA) – Mr. Ben Faust, PE, DRMP, Inc.**

Mr. Faust presented. There were no questions or comments.

- 2. ENCLOSURE D – ALL COMMITTEES Review of the Draft Berryhill Road West Corridor Management Plan (CMP) Scope of Services – Ms. Caitlin Cerame, ECRC Staff**

Ms. Cerame presented. There were no questions or comments.

- 3. ENCLOSURE E – ALL COMMITTEES Escambia County Area Transit Update to the Transit Development Plan – Mr. Rob Mahan, ECRC Staff**

Mr. Mahan, TPO staff, and Mr. Shawn Dikes from HDR Engineering presented.

Chair Compton asked for more details on the financial planning aspect of this project.

Mr. Dikes stated that ECAT's existing budget will be reviewed and forecasted out 10 years. He said this will help identify an increase or decrease in funds and will

help to determine when it is a good time to expand the services provided with existing budget constraints.

Mr. Roberts asked if ECAT will put a planning program in place that considers the citizens who work within the tourist industry.

Mr. Dikes stated that ECAT will be reviewing the route schedules to ensure those essential workers within the tourist-based industry have transit service.

I. INFORMATION ITEMS (no presentation necessary)

1. ENCLOSURE F - ALL COMMITTEES

- **TCC and CAC September Meeting Minutes**
- **FL-AL TPO July 2020 Actions Report**
- **Letter to FDOT: Signed Resolution FL-AL 20-19 Amendment to FY 2021-2025 Transportation Improvement Program (TIP)**
- **Letter to FDOT: Signed Resolution FL-AL 20-20 Amendment to the FY 2021-2025 Transportation Improvement Program (TIP)**
- **Letter to FDOT: Signed Resolution FL-AL 20-21 Amendment to the FY 2021-2025 Transportation Improvement Program (TIP)**
- **Administrative Amendment to the Transportation Improvement Program (TIP) of the Florida-Alabama Transportation Planning Organization (TPO)**
- **Current 2020 FL-AL TPO Schedule**

J. OTHER BUSINESS – The next Florida-Alabama TPO meeting will be Wednesday, December 9, 2020 at 9:00 a.m., at the Pensacola Bay Center – 201 E Gregory St, Pensacola, FL 32502. Advisory committee meetings: The TCC will meet on Tuesday, December 8, 2020 at 10:00 a.m. The CAC is scheduled to meet Tuesday, December 8, 2020 at 3:00 p.m., Pensacola Bay Center – 201 E Gregory St, Pensacola, FL 32502

K. ADJOURNMENT

The meeting was adjourned at 6:29 p.m.

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road-Suite
A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.ecrc.org

MEMORANDUM

DATE: December 30, 2020

TO: Mr. Bryant Paulk, AICP, FDOT Urban Liaison
Ms. Christy Johnson, AICP, FDOT Urban Liaison Mr.
Vincent Beebe, P.E., ALDOT

COPIES TO: TPO, TCC, and CAC Members

FROM: Ms. Mary Beth Washnock, Transportation Manager

RE: TPO Actions Report – October 2020

The following items were discussed and acted upon by the Florida-Alabama Transportation Planning Organization (TPO) at the October 14, 2020 meeting. The TPO requests the Florida Department of Transportation (FDOT) and the Alabama Department of Transportation (ALDOT) to share this report with the appropriate department directors and to take action if requested by the TPO. Copies are sent to local government representatives for coordination with local plans.

TRANSPORTATION IMPROVEMENT PROGRAM:

The TPO approved Resolution FL-AL 20-23 to amend the FY 2021-2025 Transportation Improvement Program to add the Design and Construction Phases for the Pea Ridge Connector from US 90 to Hamilton Bridge Road Capacity Project locally funded in FY 2020/2021 at a total cost of \$14,500,000.

This action was recommended to ensure that FDOT and ALDOT can authorize funding for these projects.

LONG RANGE TRANSPORTATION PLAN

The TPO approved Resolution FL-AL 20-24 to adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan. The following actions were

recommended to maintain the November 3, 2020 adoption date of the 2045 Florida-Alabama TPO Long-Range Transportation Plan:

- to authorize the TPO chairman to sign Resolution FL-AL 20-24 to adopt the 2045 Florida-Alabama TPO Long-Range Transportation Plan (LRTP) Cost Feasible Plan with the amendment presented and to authorize staff to convert the projects into Project Phases for the following fiscal year groupings 2020-2025 (TIP); 2026-2030; 2031-2035; and 2036-2045 using “year of expenditure dollars”;
- and approval of a motion that recognizes the following items have been approved by the TPO and will be summarized in the 2045 Long Range Transportation Plan Final Report:
 - Goals Objectives Resolution 19-16 adopted on July 10, 2019;
 - Financial Resources Resolution 20-03 adopted on February 12, 2020;
 - Evaluation Criteria Resolution 20-03 adopted on February 12, 2020;
 - Congestion Management Process Major Update Resolution 20-07 on May 13, 2020; 2045 Needs Plan Resolution 20-14 adopted on July 8, 2020;
 - and 2045 Cost Feasible Plan Resolution 20-24 adopted on October 14, 2020;
- and approval of approval of a motion with the following changes:

Surplus

- Current surplus of Right-of-Way and Construction phases in FY 2026-2045 of \$346,695. Money moved to Right-of-Way Phase for Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway.

Regional ITS Plan Project

- Changed the amount of Regional ITS Plan Project in FY 2026-2045 from \$65,500,000 to \$58,817,929 since \$6,682,071 is funded in FY 2020-2025.

US 29 Connector from I-10 to Muscogee Road

- Funded the construction phase of US 29 Connector from I-10 to Muscogee Road in the amount of \$19,737,918 in FY 2026-2045.

US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street

- Funded the construction phase of US 90 (Cervantes Street) Road Diet from Dominguez Street to A Street in the amount \$12,650,000 in FY 2026-2045.

Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway

- Partially funded the Right-of-Way phase of Sorrento Road from Innerarity Point Road/Gulf Beach Highway to Blue Angel Parkway from fully funded amount of \$36,680,696 to partially funded amount of \$11,321,544 in FY 2026-2045.

The amount of \$11,321,544 is derived by:

$$\begin{aligned} & \$36,680,696 - (\$19,737,918 + \$12,650,000) = \$4,292,778 + \$6,682,071 + \$346,695 \\ & = \$11,321,544. \end{aligned}$$

FLORIDA-ALABAMA TPO MOBILITY PROFILE

produced by
Florida Department of Transportation
Forecasting and Trends Office

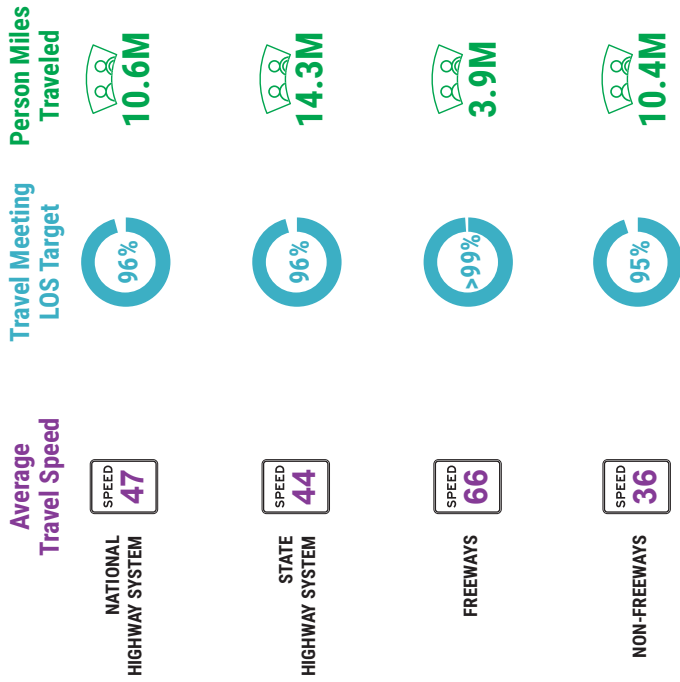
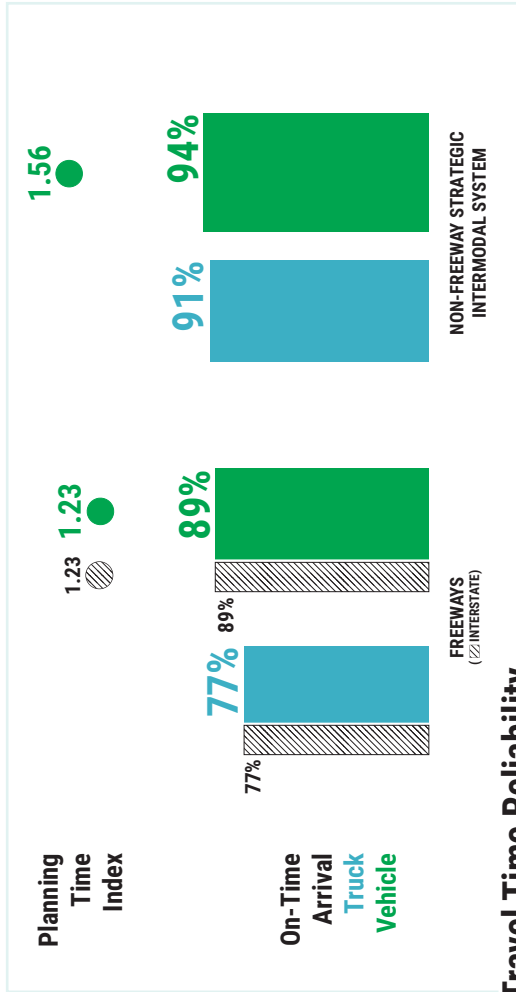
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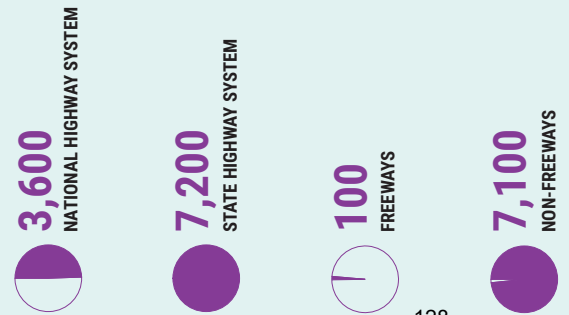
Florida-Alabama

TPO Boundary - 2018

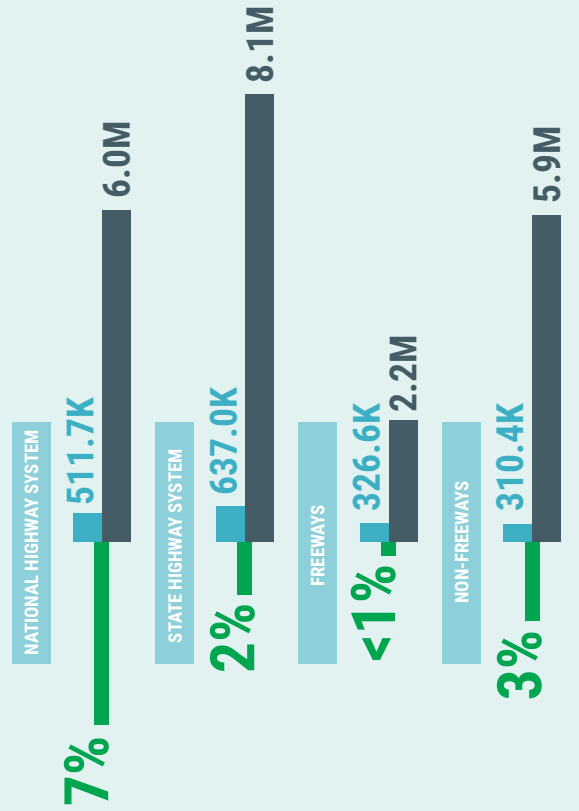
FL-AL TPO January 2021 Agenda



Daily Vehicle Hours of Delay



Percent Miles Daily Truck Miles Traveled Heavily Congested Daily Vehicle Miles Traveled



FLORIDA-ALABAMA TPO MOBILITY TRENDS 2016-2018

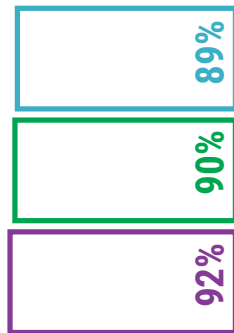
2016 2017 2018

Travel Time Reliability

Planning
Time
Index



On-Time
Arrival



Daily Vehicle
Hours of Delay



NOTE: Profile is based on TPO Boundary

DEFINITIONS

Travel Time Reliability: (1) the percent of trips that succeed in accordance with a predetermined performance standard for time or speed; and/or (2) the variability of travel times that occur on a facility or a trip over a period of time.

Planning Time Index: The 95th percentile travel time divided by free flow travel time. A planning time index of 1.5 means a 20-minute trip at free flow speed takes 30 minutes - an informed traveler should plan for the extra 10 minutes to arrive on time.

Vehicle On-Time Arrival: The percentage of freeway trips traveling at greater than or equal to five mph below the posted speed limit. In the urbanized areas of the seven largest MPOs, on-time arrival is defined as the percentage of freeway trips traveling at least 45 mph. For arterials, travel time reliability is defined as the percentage of trips traveling greater than or equal to 20 mph.

Truck On-Time Arrival: The percentage of freeway trips by combination trucks traveling at greater than or equal to 5 mph below posted speed limit. In the urbanized areas of the 7 largest MPOs, on-time arrival is defined as the percentage of freeway trips by combination trucks traveling at least 45 mph.

Daily Vehicle Hours of Delay: Delay is the product of directional hourly volume and the difference between travel time at "threshold" speeds and travel time at the average speed. The thresholds are based on Level of Service (LOS) B as defined by FDOT.

Average Travel Speed: The length of the highway segment divided by the average travel time of all vehicles traversing the segment, including all stopped delay times.

Percent of Travel Meeting LOS Target: The percentage of travel meeting FDOT's LOS standards is determined by summing the vehicle miles traveled on roadways operating acceptably and then dividing by the total system vehicle miles traveled.

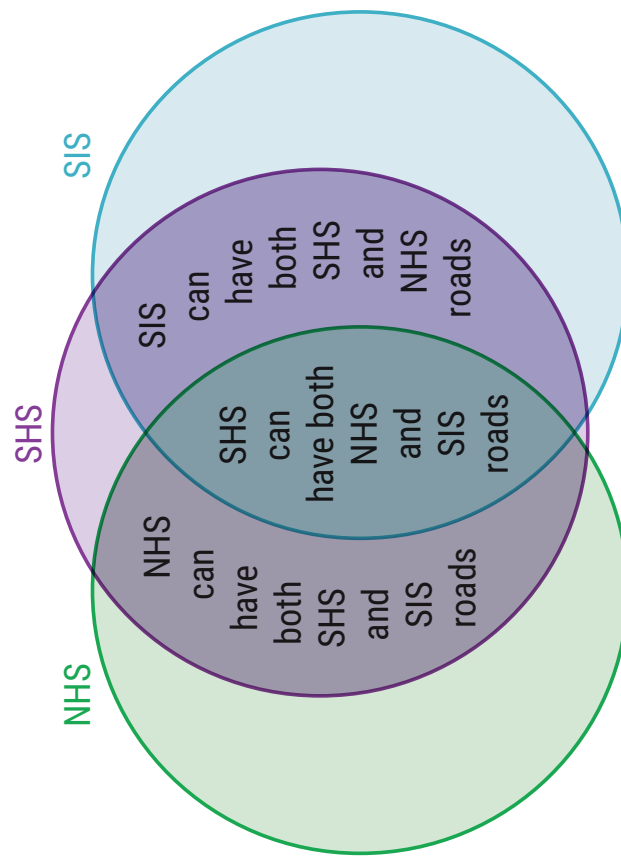
Person Miles Traveled Daily: Person miles traveled consists of the total number of miles traveled by people using the SHS or other components of it. This is calculated by adding each roadway segment's vehicle miles traveled multiplied by average vehicle occupancy.

Percent Miles Heavily Congested: Heavy congestion is a situation in which average travel speeds are in the range from 20-44 mph for freeways and equal to or worse than the LOS standards for arterials and highways.

Daily Truck Miles Traveled: (for all trucks class 4 through 13): The total number of miles traveled daily by trucks using a roadway system.

Daily Vehicle Miles Traveled: The total number of miles traveled daily by vehicles using a roadway system.

Three roadway systems are reported: National Highway System (NHS), State Highway System (SHS), and Strategic Intermodal System (SIS)



Sources

FDOT Traffic Characteristics Inventory, FDOT Roadway Characteristics Inventory, 2020 Quality/Level of Service Handbook, and HERE vehicle probe speed

Florida-Alabama (MPO/TPO Boundary)		Annual Measures ¹				Rotating Measures ²				
	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Thousands)	C: On-Time Arrival (Vehicle) ³	D: Planning Time Index ³	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Person miles traveled (Millions)	H: On-Time Arrival (Truck) ³	I: Average Travel Speed	J: Percent Travel Meeting LOS Criteria ³
Networks/Measures										
A: National Highway System	6.0	511.7			3.6	7%	10.6		47	96%
B: State Highway System	8.1	637.0			7.2	2%	14.3		44	96%
C: Strategic Intermodal System ⁴	4.2	445.3	94%	1.56	1.5	4%	7.1	91%	54	95%
D: Freeways	2.2	326.6	89%	1.23	0.1	<1%	3.9	77%	66	>99%
E: Interstates	2.2	326.6	89%	1.23	0.1	<1%	3.9	77%	66	>99%
F: Non-freeways (SHS)	5.9	310.4			7.1	3%	10.4		36	95%

Florida-Alabama (Urbanized Area)

Networks/Measures	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Thousands)	C: On-Time Arrival (Vehicle) ³	D: Planning Time Index ³	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Person miles traveled (Millions)	H: On-Time Arrival (Truck) ³	I: Average Travel Speed	J: Percent Travel Meeting LOS Criteria ³
A: National Highway System	5.5	410.7			3.6	6%	9.8		46	96%
B: State Highway System	7.5	510.8			7.2	3%	13.2		42	96%
C: Strategic Intermodal System ⁴	3.6	332.2	94%	1.6	1.5	5%	6.2	90%	52	94%
D: Freeways	1.8	229.8	88%	1.26	0.1	<1%	3.3	74%	65	>99%
E: Interstates	1.8	229.8	88%	1.26	0.1	<1%	3.3	74%	65	>99%
F: Non-freeways (SHS)	5.6	281.0			7.1	3%	10.0		35	95%

Escambia, Santa Rosa, Baldwin (County Boundary)

Networks/Measures	A: Daily vehicle miles traveled (Millions)	B: Daily truck miles traveled (Thousands)	C: On-Time Arrival (Vehicle) ³	D: Planning Time Index ³	E: Daily vehicle hours of delay (Thousands)	F: Percent miles heavily congested	G: Person miles traveled (Millions)	H: On-Time Arrival (Truck) ³	I: Average Travel Speed	J: Percent Travel Meeting LOS Criteria ³
A: National Highway System	6.2	543.1			3.6	6%	11.0		48	96%
B: State Highway System	8.6	704.3			7.2	2%	15.2		45	97%
C: Strategic Intermodal System ⁴	4.4	476.7	94%	1.56	1.5	3%	7.5	91%	54	95%
D: Freeways	2.2	326.6	89%	1.23	0.1	<1%	3.9	74%	66	>99%
E: Interstates	2.2	326.6	89%	1.23	0.1	<1%	3.9	74%	66	>99%
F: Non-freeways (SHS)	6.4	377.6			7.1	2%	11.3		37	95%

¹These six Annual Measures are reported each year.

²These four Rotating Measures change every other year. Odd year measures consist of 1) Percent Sidewalk Coverage, 2) Percent Bicycle Lane Coverage, and 3) Average Job Accessibility within a 30-minute car trip and 4) within a 30-minute transit trip.

³Measures C, D, H, and J are captured in the peak hour, which is from 5 to 6 pm.

⁴55 On-Time Arrival and Planning Time Index exclude freeways.

Annual MPO Performance Measures by MPO Population Size

FL-AL TPO January 2021 Agenda

2018
Florida-Alabama
TPO
Population
694,300

Florida Department of Transportation Mobility Measures Program provides valuable information on performance measures for all 27 MPOs in Florida. On an annual basis the MPOs receive reports on ten measures, six measures annually and four rotating measures biennially for the entire MPO boundary, urbanized area within the MPO, and for counties within the MPO. The annual measures, in combination with the rotating biennial measures, cover the spectrum of mobility dimensions and multiple modes. These measures can be used however each MPO sees fit such as in the development of an MPO's Long Range Transportation Plan, Congestion Management Process, or State of the System Report. The following tables provide high, median, and low ranges for the State Highway System within the MPO boundary. MPOs are categorized as large, medium and small based on their population. The MPOs were distributed into the seven largest, ten medium, and ten small-sized MPOs. For more information, please contact Monica Zhong at Monica.Zhong@dot.state.fl.us or (850) 414-4808.

SHS Daily Vehicle Hours of Delay in Thousands, 2018

	Vehicle Hours of Delay (Thousands)	Low	Median	High
FLORIDA-ALABAMA TPO 7.2	Small-Sized MPO (Population ¹ below 367,300)	0.3	1.2	5.6
	Medium-Sized MPO (Population ¹ 367,300 to 795,300)	0.8	4.5	7.7
	Large MPO ² (Population ¹ over 795,300)	13.2	51.1	212.6

SHS Percent Miles Heavily Congested, 2018

	Percent Miles Heavily Congested	Low	Median	High
FLORIDA-ALABAMA TPO 2%	Small-Sized MPO (Population ¹ below 367,300)	<1%	<1%	8%
	Medium-Sized MPO (Population ¹ 367,300 to 795,300)	<1%	1%	4%
	Large MPO ² (Population ¹ over 795,300)	4%	14%	35%

¹2018 MPO Population is derived from FDOT Forecasting and Trends Office and includes Baldwin County.

²Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas

2018 Florida-Alabama TPO

Population 694,300

SHS Daily Vehicle Miles Traveled in Millions, 2018

Vehicle Miles Traveled (Millions)	Low	Median	High
Small-Sized MPO (Population ¹ below 367,300)	1.7	4.2	6.3
Medium-Sized MPO (Population ¹ 367,300 to 795,300)	4.0	8.4	12.5
Large MPO ² (Population ¹ over 795,300)	10.1	28.0	34.7

FLORIDA-ALABAMA TPO

8.1

SHS Daily Truck Miles Traveled in Thousands, 2018

Truck Miles Traveled (Thousands)	Low	Median	High
Small-Sized MPO (Population ¹ below 367,300)	168.1	416.2	893.4
Medium-Sized MPO (Population ¹ 367,300 to 795,300)	377.5	910.8	1,440.5
Large MPO ² (Population ¹ over 795,300)	390.1	1,797.0	3,006.0

FLORIDA-ALABAMA TPO

637.0

Freeway On-Time Arrival, 2018

On-Time Arrival	Low	Median	High
Small-Sized MPO (Population ¹ below 367,300)	86%	96%	98%
Medium-Sized MPO (Population ¹ 367,300 to 795,300)	85%	89%	98%
Large MPO ² (Population ¹ over 795,300)	63%	86%	88%

FLORIDA-ALABAMA TPO

87%

Freeway Planning Time Index, 2018

Planning Time Index	Low	Median	High
Small-Sized MPO (Population ¹ below 367,300)	1.11	1.13	1.34
Medium-Sized MPO (Population ¹ 367,300 to 795,300)	1.12	1.20	1.48
Large MPO ² (Population ¹ over 795,300)	1.64	1.91	2.63

FLORIDA-ALABAMA TPO

1.26

¹2018 MPO Population is derived from FDOT Forecasting and Trends Office and includes Baldwin County.

²Seven Largest MPOs include Broward MPO, Hillsborough MPO, MetroPlan Orlando, Miami-Dade TPO, North Florida TPO, Palm Beach TPA, and Forward Pinellas



Forecasting & Trends Office



2021 TPO SCHEDULE

Florida-Alabama TPO Transportation Planning Organization

Our goal in 2021 is to ensure transportation planning continues uninterrupted by creating an open, transparent process for in-person, hybrid and virtual meetings that encourage productive discussion among board and committee members and the public.

To align with federal and state guidelines, and long-term social distancing efforts, meetings will be held in a format that best protects the health and safety of our board members, staff and the public.

Meeting details will be sent out prior to meeting dates, and are subject to change. For updates and agendas, please visit ecrc.org. For more information please contact Gabrielle Merritt at 800-226-8914 ext. 200 or email gabrielle.merritt@ecrc.org.



Florida-Alabama Transportation Planning Organization



TCC AND CAC MEETING LOCATION:

Emerald Coast Regional Council 4081 East Olive Road, Suite A, Pensacola, FL 32514



MEETING DATES:

JANUARY 11

EMERALD COAST REGIONAL COUNCIL

FEBRUARY 8

LOCATION TBD

APRIL 12

LOCATION TBD

JUNE 7

LOCATION TBD

OCTOBER 12

LOCATION TBD

DECEMBER 6

LOCATION TBD



MEETING TIME:

TCC 10:00 A.M.

TECHNICAL COORDINATING COMMITTEE

CAC 5:30 P.M.

CITIZENS ADVISORY COMMITTEE



TPO BOARD MEETING LOCATION:

Pensacola Bay Center
201 E Gregory St,
Pensacola, FL 32502



MEETING DATES:

JANUARY 13

PENSACOLA BAY CENTER

FEBRUARY 10

PENSACOLA BAY CENTER

APRIL 14

PENSACOLA BAY CENTER

JUNE 9

LOCATION TBD

OCTOBER 13

LOCATION TBD

DECEMBER 8

LOCATION TBD



MEETING TIME:

TPO 9:00 A.M.

TRANSPORTATION PLANNING ORGANIZATION

The Florida-Alabama TPO is staffed by the Emerald Coast Regional Council (ECRC), a regional entity providing professional planning, coordinating, and advisory services to local governments, state and federal agencies, and the public to preserve and enhance quality of life in northwest Florida. Public participation is solicited without regard to race, color, national origin, sex, age, religion, disability, or family status. Reasonable accommodation will be made for access in accordance with the Americans with Disabilities Act. Contact Brittany Ellers, 850-332-7976, ext. 220 or brittany.ellers@ecrc.org, or TTY 711, at least 48 hours in advance. Para informacion en español, puede llamara Ada Clark at 850-332-7976, ext. 278 o TTY 711. Si necesita acomodaciones especiales, por favor llame 48 horas de antemano.