

2035 Florida - Alabama LONG RANGE TRANSPORTATION PLAN

SUMMARY REPORT

Adopted November 2010

Amended February 1, 2013



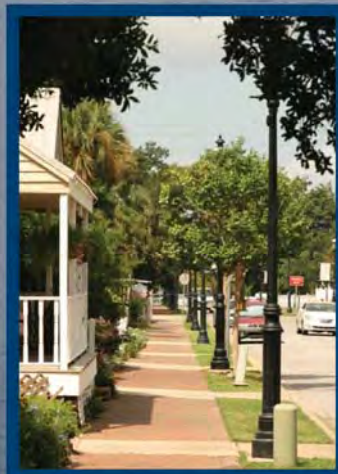
Florida-Alabama



Transportation Planning Organization



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TPO Overview

The Florida-Alabama TPO (Transportation Planning Organization) is an independent regional transportation planning agency for Escambia County, Santa Rosa County and portions of Baldwin County, Alabama. The TPO covers an area of over 2,200 square miles and is populated by nearly 450,000 citizens. The 18-member TPO Board is made up of elected officials. Funding for the TPO comes from federal and state grants, member municipalities, and transportation agencies.

The TPO partners with agencies, governments and the public to identify and prioritize mobility needs, develop mobility plans and programs, seek and coordinate funding, and assemble resources through outreach and consensus building.

Long Range Transportation Plan (LRTP) Overview



Every five years the plan is updated. The TPO maintains the region's LRTP to guide decision-making and investment in its mobility system.

Transportation projects must be included in the LRTP to receive state and federal funding, and all projects in the LRTP must have projected cost and funding sources identified. The Plan is required to have at least a 20-year time horizon and must address major roadway, transit, freight, bicycle and pedestrian, and intelligent transportation system (ITS) needs.

Since the 2025 update was completed in 2005, we've seen changes in our economy that affect how we live, travel, and pay for our

transportation improvements. Our views on how we should plan for future growth continue to evolve. By 2035, our region is expected to grow by approximately 113,000 people, 47,000 households and 40,000 jobs.

This update, called Transportation Blueprint 2035, takes these changes into account. We have combined a rigorous technical analysis with a multi-faceted comprehensive public involvement process to provide mobility alternatives for Northwest Florida's future.

How will we travel to work, shopping and recreational activities in 2035? What modes of transportation will take us there?

The LRTP includes a Needs Plan and a Cost Feasible Plan. The Transportation Blueprint 2035 Needs Plan is not constrained by project costs or available funding. It was developed with extensive public outreach and coordination with local and state government agencies.

Development of the 2035 Cost Feasible Plan required an evaluation of overall transportation systems needs within the context of available financial resources for mobility projects. In addition, this Plan is required to identify the year in which the expenditure of funds for each project is expected to occur.

The Cost Feasible Plan must consider the amount of funding available for mobility projects through the 2035 horizon year. Therefore, the Cost Feasible Plan typically matches the highest priority needs with anticipated future funds. Only those financial resources that can reasonably be expected to be available can be used to identify existing and forecasted revenues.

The process followed for the Transportation Blueprint 2035 Plan Update is below.



Goals & Objectives



Defining goals and objectives is an important step in the update of the LRTP. These goals and objectives are the policy statements of the Florida-Alabama TPO and serve as the guiding principles

for the development of the plan update.

In addition, the Goals and Objectives served as the basis for the Project Evaluation Criteria. These criteria assisted the TPO in the selection and ranking of projects to be included in the Cost Feasible Plan.

The LRTP Focus Group, made up of business and community leaders, met to identify key features of the region. These features ranged from what makes the region special to what is needed to make the region grow and prosper over the next 20 years.

That input was used to draft the Goals and Objectives for the update. The Goals are the desired outcomes. The Objectives are specific, measurable, achievable mileposts used to quantify if the desirable outcomes are being achieved.

To guide the development of the transportation plan's goals and objectives, the Focus Group along with the TPO's Technical and Citizens Advisory Committees, developed the following vision and mission statements:

Vision Statement: *To provide a multi-modal transportation system that improves quality of life in the TPO Service Area.*

Mission Statement: *To create a transportation system that offers options for all users and is efficient, safe, sustainable, and attractive.*

Eight goals were developed in association with the overall mission. These goals were used to guide the development of the Transportation Blueprint 2035 LRTP Update.

Goal A: Support the economic vitality of the TPO region & efficiency of the transportation system.

Goal B: Encourage a multi-modal network of user-friendly transportation systems for the movement of goods and people.

Goal C: Promote efficiency and effectiveness within the transportation system and the planning process.

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

Goal E: Preserve the existing transportation system and highlight community focal points.

Goal F: Enhance quality of life factors that will attract industry and skilled workers and assist disabled and elderly populations.

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

Goal H: Enhance the security of the transportation system.

Public Involvement



TPO staff reached out to the public through regional and community meetings and online forums to identify our mobility needs for the

future. The LRTP update was aided by a Focus Group that met three times throughout the plan update to review the Goals & Objectives, the draft Needs Plan and the Cost Feasible Plan. Additionally, a series of public workshops were held throughout the study area to solicit input from the general public on the development of both the Needs and Cost Feasible plans. All of this information was posted on the TPO's web site as well as on a Facebook page for the Plan.

2035 Needs Plan



As previously discussed, the Needs Plan is not constrained by funding availability. The first step in the development of the

Transportation Blueprint 2035 Needs Plan was an analysis of anticipated mobility demand. This was accomplished by working with local governments in determining where people would be living and working in 2035.

The next step involved estimating the demand on the transportation network in 2035 using a travel demand model. This analysis provided data on which roadways are failing or would have demands beyond their capacity.

Using the information on the failing roadways, alternatives for addressing the deficiencies were developed and reviewed by the public, the Focus Group, & the TPO advisory committees.

The resulting 2035 multi-modal Needs Plan was adopted by the TPO on June 9, 2010.

Over 90 roadway, ITS and transit projects costing nearly \$7.1 billion, and over 260 bicycle and pedestrian projects costing over \$220 million, were identified in the Needs Plan.

Financial Resources



Estimates of Federal and State funds available for transportation projects through the year 2035 were provided by the Florida

Department of Transportation. These funds are derived from State and Federal gas tax revenues and total approximately **\$342 million** (2010 dollars). This includes over \$100 million in Strategic Intermodal System (SIS) funds that, by Florida policy, may only be spent on that roadway system.

2035 Cost Feasible Plan



The development of the Cost Feasible Plan for the Florida-Alabama TPO required an evaluation of overall transportation system needs within the

context of available funds for mobility projects.

The 2035 Cost Feasible Plan must include revenue in five-year increments as well as project costs to reflect future year costs.

Project costs are then budgeted against forecasted revenues for each period while matching the mobility demands of the periods. Therefore, the Cost Feasible Plan typically matches the highest priority needs with the anticipated revenue.

The 2035 Cost Feasible Plan establishes the priorities for needed mobility projects and underscores the value the community places on investments in various modes of travel. How an area chooses to spend its limited financial resources presents the clearest picture of its priorities for long-range mobility improvements.

The 2035 Cost Feasible Plan was adopted by the TPO on **November 10, 2010**. In addition to the roadway projects, the Cost Feasible Plan includes Corridor Management projects, ITS projects, high-capacity transit projects, and funding for projects identified in the Bicycle & Pedestrian Master Plan and the regional Freight Master Plan.

The 2035 Cost Feasible Plan has funding for 36 roadway, transit, bicycle and pedestrian projects costing just over **\$552 million in Year of Expenditure dollars**. Based on the revenue projections for state and federal funds along with programmed local funds, projects phases not funded in the 2035 Cost Feasible Plan (CFP) will be funded after 2035. Additional or alternate revenue sources could allow for projects to be moved into the CFP.

COST FEASIBLE BOXED FUNDS

Corridor Management Studies
\$130,000 annually

Projects to Implement Corridor Management Plan Improvements
\$1,500,000 annually

Projects to Implement Bicycle & Pedestrian Master Plan Projects
\$350,000 annually

Projects to Implement ITS Master Plan Projects
\$1,230,000 annually

Public Transportation Capital Improvements
\$300,000 annually

Transit Operations and Maintenance Funding for Existing Transit Services
\$3,481,816 annually

Bicycle & Pedestrian Master Plan



As a parallel effort to the update to the 2035 LRTP, the Florida-Alabama TPO completed an update of the Bicycle and Pedestrian Master Plan. This plan was adopted by the TPO in **December 2010**. The TPO and its partners recognize the numerous benefits of bicycling, walking, and of providing related transportation facilities. Among these benefits are:

- Improved public health and the corresponding reductions in health care costs;
- Reduced energy consumption and dependence on foreign energy sources;

Bicycle and Pedestrian Master Plan (continued)

- Reduced greenhouse gas emissions and associated air quality improvements, perceived improvements in quality of life;
- Increased disposable income and related regional economic stimulus; and
- Greater transportation options for all residents.

The Bicycle & Pedestrian Master Plan identifies over 200 priority projects for the region. These include construction of sidewalks and bike lanes, and restriping of shoulders. The 2035 Cost Feasible Plan includes funding for the Bicycle & Pedestrian Master Plan at \$350,000 annually.

Intelligent Transportation Systems (ITS)



ITS is a program that uses modern computers and communications to make travel smarter, faster, safer and more convenient. Here are just a few of the ways ITS helps the traveling public:

- Intelligent traffic control systems help us by reducing the time we spend stopped at red lights or waiting on freeways when an accident occurs.
- Automatic toll collection moves vehicles more quickly through toll booths, thereby reducing congestion and pollution.
- Traveler information systems help us by giving us current, multi-modal information on travel conditions allowing us to make smarter choices about how, when and where to travel.
- In-vehicle systems help by giving us in-vehicle maps, guiding us to our

- destination and improving our safety by automatically notifying emergency services when and where an accident occurs.
- Advanced transit systems help transit agencies operate more efficiently and provide travelers with real time information that makes using transit easier and more attractive.
- Intelligent commercial vehicle systems help commercial vehicle operators process the paperwork associated with moving goods.

In **October 2010**, the TPO adopted the Regional ITS Master Plan. The 2035 Cost Feasible Plan includes funding for ITS projects at \$24 million over the life of the Plan.

More Information

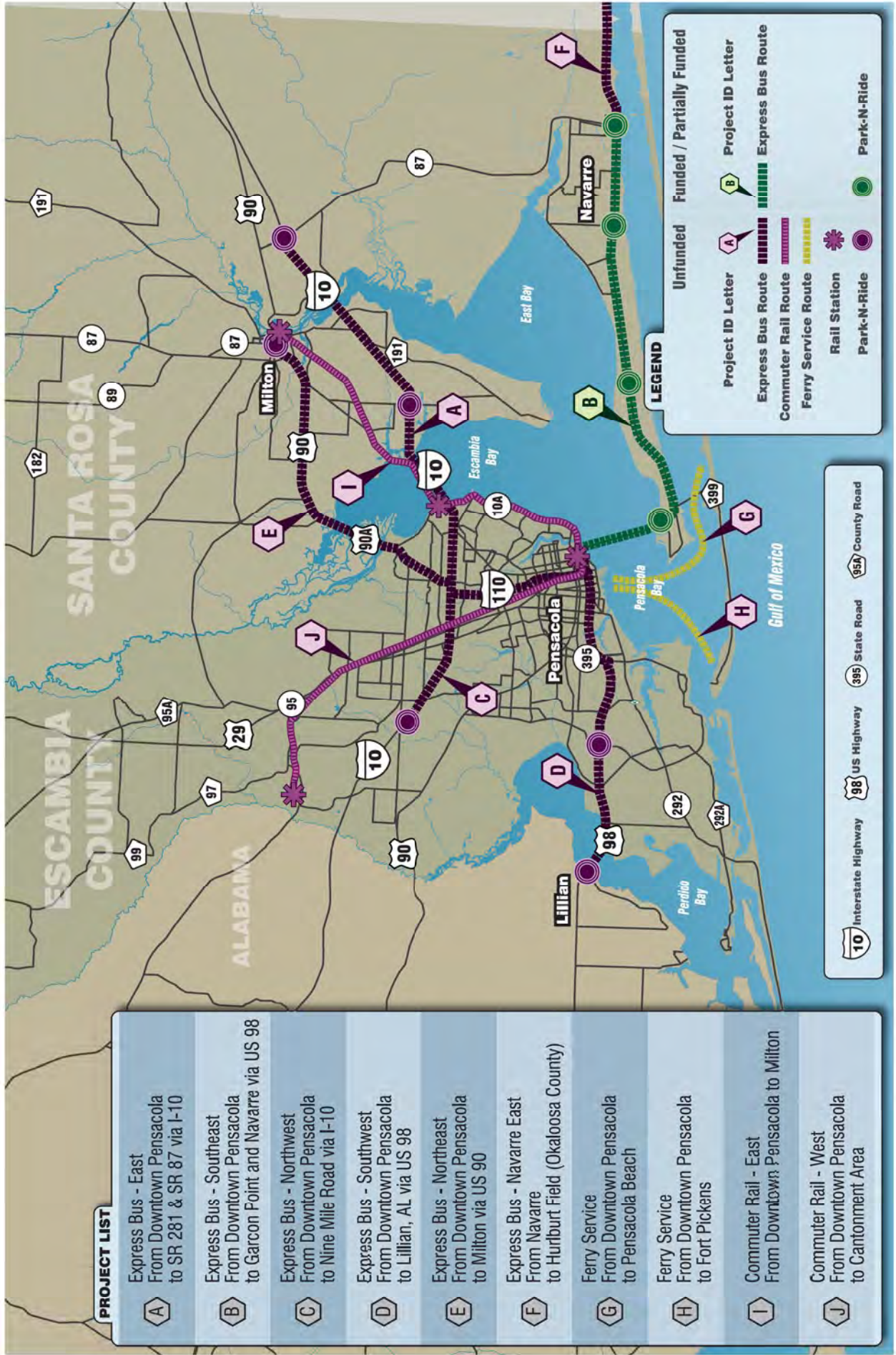


The Florida-Alabama TPO welcomes your input, questions, and comments on the Long Range Transportation Plan (LRTP) and other planning activities of the TPO. The TPO's website contains information related to the Plan Update as well as other TPO documents including the various Master Plans referenced here. Visit www.wfrpc.org for more information, find us on Facebook or contact **Mr. Gary Kramer, LRTP Manager** at (850) 332-7976 x219.

The Transportation Blueprint 2035 Cost Feasible Plan contains 27 roadway projects, general funding allocations for Corridor Management Studies, transit, ITS and projects from the bicycle/pedestrian and regional freight master plans.

A project list and map of the 2035 Cost Feasible Plan may be found on the reverse side.

TRANSIT PROJECTS



Florida-Alabama



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