The Florida-Alabama TPO (Transportation Planning Organization) is an independent regional transportation planning agency for Escambia County, Santa Rosa County and a portion of Baldwin County, Alabama. The TPO covers an area of over 2,200 square miles and nearly 420,000 citizens. The 20-member TPO Board is made up of elected officials. Funding for the TPO comes from federal and state grants, member municipalities, and transportation agencies.

Every five years, the TPO updates 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 LRTP 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 2035 update was completed in 2010, 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 2040, our region is expected to grow by approximately 142,000 people, 81,000 households and 75,000 jobs over 2010 levels.

This update takes these changes into account. We have combined a rigorous technical analysis with a multi-faceted comprehensive public involvement process and demographic destiny considerations to provide mobility alternatives for Northwest Florida’s future.

How will we travel to work, shopping, and recreational activities in 2040? What modes of transportation will take us there? How will the regional transportation system look in 2040?

The LRTP includes a Needs Plan and a Cost Feasible Plan. The 2040 Needs Plan is not constrained by project costs or available funding. It was supported by extensive public outreach and coordination with local and state government agencies.

Development of the 2040 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 2040 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.
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 of 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 the Needs Plan projects. The evaluation criteria was considered in the development of the 2040 Cost Feasible Plan.

The LRTP Steering Committee, made up of TCC and CAC members, 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 Steering Committee developed the following vision and mission statements:

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

**Mission Statement:** The Florida-Alabama TPO 2040 Long Range Transportation Plan (LRTP) promotes the safe, secure, and efficient movement of people and goods by providing a transportation system that offers mobility options for all.

Seven goals were developed in association with the overall mission. These goals were used to guide the development of the 2040 LRTP Update.

- **Goal A**
  A transportation system that is safe and secure.

- **Goal B**
  A transportation system that meets user needs.

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

- **Goal D**
  A transportation system that is multimodal, integrated and connected.

- **Goal E**
  A transportation system that supports economic vitality.

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

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

We 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 directed by a Steering Committee that met 15 times throughout the plan update to review the Goals & Objectives, the draft Needs Plan and the Cost Feasible Plan. 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 their Facebook page.

As previously discussed, the Needs Plan is not constrained by funding availability. The first step in the development of the 2040 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 2040.

The next step involved estimating the demand on the transportation network in 2040 using the travel demand model. This analysis provided data on which roadways would have demands beyond their capacity.

Using the information on the failing roadways, alternatives for addressing those deficiencies were developed and reviewed by the public, the Steering Committee and the TPO advisory committees.

The resulting 2040 multi-modal Needs Plan was adopted by the TPO on June 10, 2015. Over 75 roadway, ITS, transit projects, and mobility programs costing nearly $2.5 billion were identified for the Needs Plan.
Estimates of federal and state funds available for transportation projects through the year 2040 were provided by the Florida and Alabama Departments of Transportation. These funds are derived from state and federal gas tax revenues and total approximately $219 million (2015 dollars). This includes over $124 million in Strategic Intermodal System (SIS) funds that may only be spent on that roadway system by Florida policy.

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 2040 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 2040 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 2040 Cost Feasible Plan was adopted by the TPO on November 3, 2015. 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 2040 Cost Feasible Plan has funding for 46 roadway, transit, bicycle and pedestrian projects, and 9 mobility programs, including a regional trails and safety education program, costing just over $752 million in Year of Expenditure dollars. Of those projects only 6 are located in Alabama. This is a reflection of the relatively small area of Alabama included in the TPO area and the correspondingly low revenue for projects.

### Regional Intelligent Transportation System (ITS) Program
- $1.45 million annually to implement ITS projects

### Mobility Management Program
- $150,000 annually to conduct mobility studies and plans throughout the region

### Congestion Management Program
- $1.5 million annually to implement projects identified in corridor studies and plans

### Public Transportation Capital Program
- $300,000 annually to purchase busses, shelters and other capital improvements

### Bicycle and Pedestrian Program
- $300,000 annually to implement projects from the Bicycle and Pedestrian Master Plan

### Safety Educational Campaign Program
- $60,000 annually to develop public awareness/safety campaigns

### Complete Street Program
- $250,000 annually to develop and implement projects that incorporate context-appropriate roadway designs that accommodate all users

### Regional Trail Program
- $250,000 annually to develop and implement a regional trail system/network

### Compressed Natural Gas (CNG) Program
- $60,000 annually to assist in the construction of CNG refueling stations in the region

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**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.

For more information visit [www.wfrpc.org](http://www.wfrpc.org) or [www.facebook.com/wfrpc](http://www.facebook.com/wfrpc), or contact:

**Mr. Gary Kramer**, LRTP Manager at (850) 332-7976 x219.

The 2040 Cost Feasible Plan contains roadway projects, general funding allocations for Corridor Management Studies, transit, ITS, and projects from the bicycle/pedestrian and regional freight master plans.