Florida Department of Transportation
District Three
Transportation Regional Incentive Program

Project Name: SR 85 & Southwestern Crestview Bypass Intersection Improvements

TRIP was created to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

If selected for funding, the Florida Department of Transportation (FDOT) will pay up to 50 percent of project costs for public transportation facility projects. Projects must: "Serve national, statewide, or regional functions and function as part of an integrated regional transportation system".

While there is no rigid application procedure, the District has created this form for Implementing Agencies and Regional Transportation Authorities to facilitate the assembly of pertinent project information related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.

Date: 1-7-2020

Origin of Request (Applying RTA): NW Florida Regional TPO

Contact Person: 
Address: 
Phone: E-mail: 

Implementing Agency¹: Okaloosa County

Contact Person: Scott Bitterman
Address: 1759 S. Ferdon Blvd, Crestview, FL 32536
Phone: 850-889-5772 E-mail: sbitterman@myokaloosa.com

Project Information:

Facility: SR 85 at P.J. Adams Parkway

Project Limits: Intersection of SR 85 & P.J. Adams Parkway including 1000 ft. eastbound approach to the traffic signal

Work to be performed:

Add a 700 ft. right turn lane to the eastbound approach of the traffic signal at SR 85 & P.J. Adams Parkway. The work will include the channelization and signalized overlap of the dual eastbound right turns. A 700 ft. sidewalk gap will be filled along the south side of P.J. Adams Parkway adjacent to the newly constructed right turn lane.
Project Information Continued:

Describe how the project will improve regional mobility within the Regional Transportation Area:

The State, Okaloosa County, and the City of Crestview have been working on a Southwestern Crestview Bypass to relieve congestion on SR 85. A $199 Million effort is funded to improve the Bypass between State Road 85 and US 90 that will funnel more traffic to and away from the intersection of SR 85 & P.J. Adams Parkway (the Bypass). An additional right turn lane is needed at the signalized intersection to accommodate the anticipated increased traffic flow. A sidewalk gap also needs to be filled.

Attachment A: Project location map and support data for regional mobility, as appropriate.

Describe how the project reflects the below statutory guidelines under which the District will prioritize and select the candidate projects for funding² (Check those that apply):

☑ Provides connectivity to the SIS,
☑ Supports economic development and goods movement in Rural Areas of Opportunity,
☑ Is subject to local ordinances that establish corridor management techniques,
☑ Improves connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).

Interstate 10 and SR 85 (from Interstate 10 to SR 123) are designated facilities on the Strategic Intermodal System (SIS). The Southwestern Crestview Bypass will reduce delay on SR 85 between I-10 and the military installations on the Eglin reservation.

Does this project include an Environmental Study? Yes/No No

If Federal funding is to be requested for any phase of this project, an Environmental Study must be completed in accordance with the National Environmental Policy Act.

Does this project have design plans available? Yes/No No

Attachment B: If yes, Environmental Study and/or Design plans.

Project Funding:

Describe source of matching funds per phase and any restrictions on availability. Each phase requested (i.e., design, right-of-way, construction) requires at least a 50% local agency match unless the agency is within a Rural Area of Opportunity. Each phase shall be separated by at least 2 fiscal years (Department’s fiscal year runs from July to June).

<table>
<thead>
<tr>
<th>Phase Requested</th>
<th>FY</th>
<th>FDOT Amount</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>PDE:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R/W:</td>
<td>2021</td>
<td>$750,000</td>
<td>$750,000</td>
</tr>
<tr>
<td>Design:</td>
<td>2020</td>
<td>$250,000</td>
<td></td>
</tr>
<tr>
<td>Construction:</td>
<td>2023</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>

Attachment C: The planned project construction schedule.

Is the Agency eligible for a waiver of up to 50% of the project cost?³ Yes/No No

Has other funding been requested for any part of this project? (SCRAP, SCO, CIGP, HSIP, SRTS, TA, Grant, etc.) Yes/No No

If Yes, Name: ________________________________

How will TRIP funding accelerate this project’s implementation?

The TRIP funding will accelerate the project implementation from 10 years to the year 2023; allowing this critical node to be improved to handle the additional Bypass traffic soon after the FDOT I-10 interchange is complete.
Regional Transportation Area:

Describe the regional coordinating entity responsible for the prioritization of the candidate project and how the entity qualifies for TRIP funding as a Regional Transportation Area:

The Emerald Coast Regional Council is responsible for prioritization of the projects and qualifies for TRIP funding.

Has a copy of the RTA's interlocal agreement that addresses the statutory requirements been previously submitted to the Department?

Yes/No  Yes

If no, please explain:

Attachment D:  Review the authorizing interlocal agreement and any supporting documentation. Include the agreement with the application if updates to signatures, dates, or any other information is revised.

Is there a Regional Transportation Plan that demonstrates the completion of the following?

Yes  Adopted system map or listing of facilities, showing the facility to be improved has been identified by the Regional Transportation Area as part of an integrated regionally significant transportation system.

Yes  The prioritized list of regionally significant projects developed by the Regional Transportation Area.

If no, please explain:

Attachment E:  Documentation of successful completion of a qualified Regional Transportation Plan (include map).

Project Qualification Information:

Does the project appear in the capital improvement schedule of the local comprehensive plan? If no, explain:

Yes/No  Yes

Attachment F:  If available, add documentation that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.

Attachment G:  Document that level-of-service standards for the facility to be improved have been coordinated with FDOT by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT if the project is on a Strategic Intermodal System.
Project Qualification Information Continued:

Attachment H: Document that the project meets the following TRIP statutory eligibility requirements.

- Supports facilities that serve national, statewide or regional functions and function as an integrated transportation system.
- Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements.
- Be consistent with the Strategic Intermodal System (SIS).
- Be in compliance with local corridor management policies, and
- Have commitment of local, regional or private matching funds (if no waiver).

This application is a good faith commitment from the applicant that matching funds will be available. As such, the Department requires that the Chairman of the Governing Board of the Municipality/Affiliate committing the funds sign this application (electronic signature accepted).

Supporting Narrative:

The Southwestern Crestview Bypass has been identified as Okaloosa County’s top and most urgent project. The Bypass will generate additional traffic through the intersection of SR 85 & P.J. Adams Parkway, which is the eastern terminus point of the Bypass. Dual right turn lanes are needed at the intersection to accommodate existing traffic and future growth. Okaloosa County is committed to improving traffic flow and safety and appreciates consideration of improvements at the intersection of SR 85 & P.J. Adams Parkway.

Please submit application with supporting information and documentation, including the following Attachments A-H, electronically to:

Florida Department of Transportation, District Three
Maria Showalter, TRIP Coordinator
maria.showalter@dot.state.fl.us
phone (850) 330-1550

Attachment A: Project location map and support data, as appropriate.
Attachment B: Environmental Study and/or Design Plans, if available.
Attachment C: The planned project construction schedule.
Attachment D: The authorizing interlocal agreement and any supporting documentation as appropriate. Check Signatures and Dates.
Attachment E: Documentation demonstrating successful completion of a qualified Regional Transportation Plan.

Attachment F: Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.
Attachment G: Document that level-of-service standards for the facility to be improved have been adopted by the local government if on the SIS.
Attachment H: Document that the candidate project meets the TRIP statutory eligibility requirements.

1. Identify the agency responsible for meeting the financial requirements of the TRIP program.
2. Section 339.2819(4), F.S.
3. A reduction or waiver of match requirements will not increase the amount of funding provided under the TRIP beyond 50% of the total cost.
4. Section 339.155(4)(c), (d), and (e) and Section 163.01, F.S.
5. Section 339.155(4)(d), F.S.
6. Section 163.3177(3), F.S.
7. Though concurrency requirements were repealed, FDOT consultation is still required with regards to Level of Service Standards if the proposed project impacts the Strategic Intermodal System.
8. Section 339.2819(4)(a), F.S.
PROPOSED ADDITIONAL EASTBOUND RIGHT TURN LANE AND SIDEWALK
SR85 AND PJ ADAMS PARKWAY
ATTACHMENT B
PROPOSED TYPICAL CROSS-SECTION
SR85 AND PJ ADAMS PARKWAY
ATTACHMENT B

CROSS-SECTION B-B

CROSS-SECTION A-A
BACKGROUND AND PURPOSE

The State, Okaloosa County, and the City of Crestview have been working on a Southwestern Crestview Bypass to relieve congestion on State Route 85. A $199 Million effort is funded to improve the bypass between State Road 85 and US 90 that will funnel more traffic to and away from the intersection of State Route 85 & P.J. Adams Parkway (the Bypass). An additional right turn lane is needed at the signalized intersection to accommodate the anticipated increased traffic flow.

Around 2008, the west leg, or eastbound approach, to P.J. Adams Parkway was widened to allow dual left turns for the northbound to westbound movement and the eastbound to northbound movement. The resulting improvement provided 5 lanes of traffic on P.J. Adams Parkway for the 700 ft. of roadway directly west of SR 85.

Previous funding agreements with FDOT focused on widening the 2-lane section of P.J. Adams, from 700 ft. west of SR 85, to the intersection of P.J. Adams and Crab Apple Avenue (The blue and yellow segments shown in Figure 1). The intersection of P.J. Adams & Crab Apple Avenue is the dividing line between County led widening of the Bypass and the FDOT led I-10 interchange project (Shown in red in Figure 1).

Okaloosa County received a Triumph grant of $64.1 Million to build the green and purple portions of the Bypass shown in Figure 1. The total cost of all improvements shown in Figure 1 is estimated at $199 Million.

The figure also highlights the potential development area that will add traffic to the roadway network.

<table>
<thead>
<tr>
<th>Segment Color</th>
<th>Segment Name</th>
<th>Begin Construction Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue</td>
<td>Bypass Phases I,II,III</td>
<td>2019</td>
</tr>
<tr>
<td>Yellow</td>
<td>Bypass Phase IV</td>
<td>2020</td>
</tr>
<tr>
<td>Red</td>
<td>I-10 Interchange</td>
<td>2021 Design-Build</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(letting June of 2021)</td>
</tr>
<tr>
<td>Purple</td>
<td>East-West Connector</td>
<td>2021</td>
</tr>
<tr>
<td>Green</td>
<td>Bypass Phase V</td>
<td>2021</td>
</tr>
</tbody>
</table>
Construction Schedule for improvements to Signalized Intersection of SR 85 & Southwestern Crestview Bypass

Also in 2021, FDOT will make lane improvements to SR 85 from Hospital Drive to SR 123 through a RRR (Resurfacing, Restoration, and Rehabilitation) project. The RRR project will include a sidewalk along the west side of SR 85 with a southern terminus at P.J. Adams Parkway.

All of the improvements shown in Figure 1 will lead to necessary capacity improvements, for the 700 ft. section of the Bypass directly west of SR 85. As previously stated, the 700 ft. section was constructed around 2008 and has no sidewalk.

PROPOSED IMPROVEMENTS

The proposed improvements include the addition of a 700 ft. right turn lane to the eastbound approach of the traffic signal at State Road 85 & P.J. Adams Parkway. The work will include the channelization and signalized overlap of the dual eastbound right turns. A 700 ft. sidewalk gap will be filled along the south side of P.J. Adams Parkway adjacent to the newly constructed right turn lane.

PROPOSED CONSTRUCTION SCHEDULE

A PD&E isn’t needed to add a right turn lane or a sidewalk. Okaloosa County proposes using a consultant to design the project in 2020. Design will be 100% funded by the County. Right-of-Way acquisition would occur in 2021, and Construction would occur in 2023. This schedule allows the critical intersection between the Southwestern Crestview Bypass and SR 85 to be improved soon after the FDOT I-10 interchange project is completed.
INTERLOCAL AGREEMENT FOR CREATION OF THE
NORTHWEST FLORIDA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

THIS REVISED AND RESTATED INTERLOCAL AGREEMENT is made and entered into this 21st day of September, 2005, by and between the FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION, and the OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION, and supersedes all previous agreements.

RECITALS:

WHEREAS, Census 2000 shows that the Fort Walton Beach Urbanized Area is no longer just contiguous to the Pensacola Urbanized Area, but extends across the Okaloosa-Santa Rosa County Line to Navarre; and

WHEREAS, federal and state transportation agencies have placed an emphasis on regional transportation planning to develop regional transportation solutions, and this emphasis is demonstrated most strongly in the 2003 Florida Legislature’s direction to the Florida Transportation Commission to study the nature and extent of regional transportation planning efforts by and among Florida’s twenty-six metropolitan planning organizations and creation of the Transportation Regional Incentive Program during the 2005 Session; and

WHEREAS, in February 2003, the Florida Department of Transportation, acting on behalf of the Governor, communicated to the Florida-Alabama TPO (formerly known as the Pensacola MPO) and Okaloosa-Walton TPO the need to either consolidate as one metropolitan planning organization or develop a consultative process to incorporate institutional and process improvements to address regional transportation issues at the metropolitan planning organization level; and

WHEREAS, by June 26, 2003, the Florida-Alabama TPO and Okaloosa-Walton TPO responded to the Department with a commitment to enter into an interlocal agreement for purposes of coordinating long range transportation plans, establishing regional transportation priorities, and developing an enhanced regional public involvement process, and

WHEREAS, the 2003 Legislature modified Paragraph 339.175 (5) (i) (2), Florida Statutes, authorizing contiguous metropolitan planning organizations and individual political
subdivisions to enter into agreements to coordinate activities or to achieve any federal or state transportation planning goals or purposes; and

WHEREAS, the parties of this Interlocal Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning process to assure that highway facilities, mass transit, rail systems, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development; and

WHEREAS, the undersigned parties have determined that this Agreement satisfies the requirements of and is consistent with Section 339.175 (5) (I) (2), Florida Statutes; and

WHEREAS, the Transportation Regional Incentive Program created by 339.2819, Florida Statutes, requires that the entity that is creating the regional transportation plan be identified and that the boundaries of the regional transportation area be delineated; and

WHEREAS, the interlocal agreement must be consistent with statutory requirements set forth in Section 163.01, Florida Statutes, relating to interlocal agreements; and

WHEREAS, the undersigned parties have determined that this Agreement is consistent with the requirements of Section 163.01, Florida Statutes.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

ARTICLE 1
TITLE: RECITALS; DEFINITIONS

Section 1.01. This Interlocal Agreement shall be known and may be cited as the "Northwest Florida Regional Transportation Planning Organization Agreement."

Section 1.02. Recitals. Each and all of the foregoing recitals be and the same hereby incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to
invalidate this Agreement.

Section 1.03. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

(a) "Agreement" means and refers to this instrument, as amended from time to time, entered into according to provisions of part I, Chapter 163, Florida Statutes.

(b) "Department" shall mean and refer to the Florida Department of Transportation, an agency of the State of Florida created pursuant to Section 20.23, Florida Statutes.

(c) "Long Range Transportation Plan" is the 20-year plan of each local metropolitan planning organization which identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities; indicates proposed transportation enhancement activities; and in ozone/carbon monoxide non-attainment areas is coordinated with the State Implementation Plan; all as required by 23 USC Section 134(g), 23 CFR Section 450.322, Section 339.175(6), Florida Statutes.

(d) "Member" means the Florida-Alabama Transportation Planning Organization (FL-ALTPO), formerly called the Pensacola MPO, or the Okaloosa-Walton Transportation Planning Organization (O-WTPO).

(e) "Metropolitan Planning Area" means and refers to the planning area as delineated by each TPO for the urbanized area containing at least a population of 50,000 as described in 23 USC Section 134(b)(1), 49 USC Section 5303(c)(1), and Section 339.175, Florida Statutes, which shall be subject to the TPO.

(f) "Organization" means the body, politic and corporate created pursuant to this Agreement.

(g) "Regional Transportation Area" means the boundaries of the area to be covered by the regional transportation plan and list of project priorities created pursuant to the
Transportation Regional Incentive Program. The boundaries of the regional transportation area are defined as follows: the entirety of Escambia, Okaloosa, Santa Rosa, and Walton Counties, Florida.

(h) "Regional Transportation Priorities" are those priorities for transportation projects, which are located in or affect transportation in more than one county.

(i) "Representative" means an elected official who serves on the governing board of the Northwest Florida Regional Transportation Planning Organization.

(j) "TPO" means the individual, local metropolitan planning organizations, Florida-Alabama TPO, and Okaloosa-Walton TPO; formed pursuant to Section 339.175, Florida Statutes, for each respective designated urbanized area.

(k) "Transportation Priorities" means those transportation projects selected annually by each metropolitan planning organization, written in order of priority for implementation, and submitted to the Florida Department of Transportation for use in developing the Department's Work Program.

(l) "Transportation Regional Incentive Program" means a program established under Section 339.2819, Florida Statutes that provides matching funds from the Florida Department of Transportation for regionally significant projects identified in a regional transportation plan and list of project priorities.

ARTICLE 2

PURPOSE

Section 2.01. General Purpose. The purpose of this Agreement is to establish a regional transportation planning organization and partnership by an interlocal agreement, which complies with the 2003 amendment of Paragraph 339.175 (5)(l)(2), Florida Statutes, and Section 339.2819, Florida Statutes.

(a) To establish a forum for a coordinated and cooperative regional transportation planning process for Escambia, Santa Rosa, Okaloosa, and Walton Counties; to
implement the Agreement through coordination of long range transportation plans, project priorities, and planning policies; and to begin developing alternatives for a solution to congestion and safety problems on US 98, a regionally-significant arterial roadway;

(b) To identify regional transportation projects which improve mobility across county and metropolitan planning area boundaries and, in cooperation with the Department of Transportation, to seek funding for those projects;

(c) Through cooperation with the individual, local metropolitan planning organizations, to develop and adopt regional transportation priorities for regional transportation projects.

(d) To develop a regional transportation plan and list of project priorities for the purpose of soliciting funds from the Transportation Regional Incentive Program.

ARTICLE 3
ORGANIZATION AND CREATION

Section 3.01. Establishment of Organization. The Organization is hereby created and established pursuant to this Agreement to carry out the purposes and functions set forth in Article 2. The legal name of this Organization shall be the Northwest Florida Regional Transportation Planning Organization.

Section 3.02. Organization to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty, or responsibility hereunder, or to observe, assume, or carry out any of the provisions of this Agreement, the Organization will, to the extent of its legal capacity, comply with all applicable laws and requirements.

Section 3.03. Governing board to act as policy-making body of Organization. The governing board established pursuant to Section 4.01 of this Agreement shall be the policy-making body that is the forum for cooperative decision-making and will be taking the required approval action as the Organization.
Section 3.04. Submission of proceedings; Contracts and other documents. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, Florida Statutes, the parties shall submit to each other such data, reports, records, contracts, and other documents relating to its performance as an Organization as is requested. Charges to be in accordance with Chapter 119, Florida Statutes.

Section 3.05. Rights of review. All parties to this Agreement, and the affected Federal and state agencies (i.e., FHWA, FTA, and FDOT) shall have the rights of technical review and comment on Organization projects.

ARTICLE 4
COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

Section 4.01. Composition and membership of governing board.

(a) The governing body of the Organization shall consist of sixteen (16) representatives. The representation of members shall be distributed as follows: eight representatives appointed by the Florida-Alabama Transportation Planning Organization, distributed as four from Escambia County and four from Santa Rosa County; and eight representatives appointed by the Okaloosa-Walton Transportation Planning Organization, distributed as four from Okaloosa County and four from Walton County. The representatives from each county may include county and municipal elected officials. Representatives shall hold elected office and be a current member, or alternate, of the TPO. All representatives shall have voting privileges. Any Member may remove and replace the representative(s) it appointed at any time, with or without cause. Representatives of the Organization may be removed from office by the Governor for misconduct, malfeasance, misfeasance, or nonfeasance in office.

(b) At the first meeting of each calendar year, the governing body of the Organization shall elect one of its representatives as chair of the Organization who will preside over meetings, and another representative as vice chair to perform duties of the chair in his absence. The chair and vice chair shall hold offices for one-year terms, and may be eligible for reelection to successive terms. Any officer may be removed from office, with or without cause, upon majority vote of the governing body of the Organization at any duly scheduled meeting. No such removal from office of the Organization shall have the effect of removing such person as a representative; rather only the member that appointed the representative shall have such
authority.

(c) Nine representatives shall constitute a quorum and the vote of nine representatives shall be necessary for any action taken by the Organization. No vacancy in the Organization shall impair the right of a quorum of the Organization to exercise all the rights and perform all of the duties of the Organization.

(d) Each Member shall appoint an alternate for each representative on the governing body. Alternates shall be elected officials serving the same general-purpose local government as the representative and the alternate shall be eligible to vote when the representative is absent from meetings.

(e) The non-voting representatives shall include the District Secretary, or designee, of the Florida Department of Transportation's Third District and the Chairman, or designee, of the Eglin Air force Base Encroachment Committee.

Section 4.02. Terms. Notwithstanding the representation provisions of Section 4.01(a), the term of office of representatives of the Organization shall be four (4) years. The representation by a representative who is a public official automatically terminates upon said official leaving the elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the governmental entity represented by the representative. A vacancy shall be filled by the original appointing entity. A representative may be appointed for one or more additional four (4) year terms.

ARTICLE 5
AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

Section 5.01. General authority. The Organization shall have all authorities, powers and duties, enjoy all rights, privileges, and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative, and comprehensive regional transportation planning process.

Section 5.02. Specific authority and powers. The Organization shall have the following powers and authority:
(a) As provided in Section 163.01(14), Florida Statutes, the Organization may enter into contracts for the performance of service functions of public agencies;

(b) As provided in Section 163.01(5)(j), Florida Statutes, the Organization may acquire, own, operate, maintain, sell, or lease real and personal property;

(c) As provided in Section 163.01(5)(m), Florida Statutes, the Organization may accept funds, grants, assistance, gifts or bequests from local, State, and Federal resources;

(d) The Organization may promulgate rules to effectuate its powers, responsibilities, and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable local and state laws, rules and regulations; and

(e) The Organization shall have such powers and authority as specifically provided in Sections 163.01 and 339.175, Florida Statutes, and as may otherwise be provided by federal or state law.

Section 5.03. Duties and responsibilities. The Organization shall have the following duties and responsibilities:

(a) The Organization shall prepare and approve a regional transportation plan;

(b) The Organization shall prepare and approve regional transportation policies and priorities;

(c) Preparation of the regional transportation plan, policies, and priorities shall be an interactive process among the Organization, and each of the TPOs, with the Organization drafting the regional plan, policies, and priorities for tentative endorsement; forwarding the plans to the TPOs for approval; and upon receipt of TPO approval, the Organization shall issue final adoption;

(d) All parties to this Agreement shall participate in this planning process, and share information and data requested by the Organization in order to accomplish the mutual goals of the Organization;
(e) During the process of developing regional plans, policies, and priorities, the Organization may consult the members of the TPO Technical Coordinating Committees and Citizens' Advisory Committees, for it is not the intent of the Organization to create additional advisory committees;

(f) The Organization shall establish a budget which shall operate on a fiscal year basis consistent with any requirements of the Unified Planning Work Program and the budget shall be included in the respective Unified Planning Work Program of each TPO;

(g) In cooperation with the Department, prepare a plan to implement the approved regional transportation priorities;

(h) Adopt operating rules and procedures.

ARTICLE 6

STAFF TO THE ORGANIZATION

Section 6.01. Staff. Based on the approval of each TPO, the Organization will retain the Transportation Division of the West Florida Regional Planning Council, which currently provides staff services to both TPOs, as the designated staff of the Organization.

ARTICLE 7

FUNDING AND RECORD-KEEPING

Section 7.01. Funding. The Organization shall be funded in the following manner.

(a) Administrative Expenses - The Florida-Alabama TPO and Okaloosa-Walton TPO shall equally share the cost of basic administration of the Organization by identifying a task in each respective, annual Unified Planning Work Program, to be funded with Federal PL (transportation planning) funds. Administrative expenses shall include: writing of agendas and minutes; preparing for meetings; providing staff support of meetings; arranging for consultants and speakers to attend meetings, as called for in agendas; and keeping timesheets and other records to account for time and expenses.
(b) Additional Planning Activity Expenses - Studies and projects undertaken by the Organization, which are in addition to basic administration, shall be funded with state and federal funds.

Section 7.02. Record-keeping and document retention. The Organization shall prepare and retain all records in accordance with the federal and state requirements, including but not limited to 23 CFR Part 420, Subpart A, 49 CFR Part 18d, Subpart C, 49 CFR Section 18.42, and Chapter 119, Florida Statutes. Records of the Organization shall be retained by the West Florida Regional Planning Council.

ARTICLE 8
DISPUTE RESOLUTION

Section 8.01 Dispute resolution. The Organization shall use the following procedures to resolve disagreements regarding interpretation of this Agreement, disputes relating to the operation of the Organization, 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, as set forth in Rule 29A-3, Florida Administrative Code

ARTICLE 9
MISCELLANEOUS PROVISIONS

Section 9.01. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in
which case this performance may be offered in satisfaction of the obligation or responsibility.

Section 9.02. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Agreement.

Section 9.03. Duration; withdrawal procedure.

(a) Duration. This Agreement shall remain in effect until terminated by the parties to this Agreement; provided.

(b) Withdrawal procedure. Either member may withdraw from this Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Agreement, giving recognition that withdrawal by either member terminates the Agreement and dissolves the Organization.

Section 9.04. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Required notices shall be addressed as follows:

Chairman
Florida-Alabama Transportation Planning Organization
P.O. Box 9759
Pensacola, FL 32513-9759

Chairman
Okaloosa-Walton Transportation Planning Organization
P.O. Box 9759
Pensacola, FL 32513-9759

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.
Section 9.05. Interpretation.

(a) Drafters of Agreement. The members of each TPO were represented by or afforded the opportunity for representation by legal counsel and participated in the drafting of this Agreement and in choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement:

(b) Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

(c) Rules of construction. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:

(1) The singular of any word or term includes the plural;

(2) The masculine gender includes the feminine gender; and

(3) The word "shall" is mandatory, and "may" is permissive.

Section 9.06. Enforcement by parties hereto. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney’s fees in connection with such proceeding.

Section 9.07. Agreement execution; Use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.
Section 9.08. **Effective date; Cost of recordation.**

(a) **Effective date.** This Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court for each county in which a party hereto is located.

(b) **Recordation.** The TPOs hereby agree to pay for any costs of recordation or filing of this Agreement in the Office of the Circuit Court for each respective county in which a party is hereto located. The recorded or filed original hereof, or any amendment, shall be returned to the Organization for filing in its records.
IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish the above designated Organization.

Signed, Sealed and Delivered in the presence of:

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: [Signature]
   for J.D. Smith, Chairman

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY: [Signature]
   Elaine Tucker, Chairman

(Seal)

BY: [Signature]
   Michael W. Ziegler, Director
   Transportation Planning

DATE: September 21, 2005

Northwest Florida Regional Transportation Planning Organization Agreement
Final – 9/21/2005; 4:20 pm
Page 14 of 14
AMENDMENT NO. 1
TO THE INTERLOCAL AGREEMENT CREATING
THE NORTHWEST FLORIDA REGIONAL TRANSPORTATION
PLANNING ORGANIZATION

This Amendment No. 1 to the Interlocal Agreement creating the Northwest Florida Regional Transportation Planning Organization is made and entered into this 10th day of May 2006, by and between the Florida-Alabama Transportation Planning Organization, and the Okaloosa-Walton Transportation Planning Organization.

RECENTLY

WHEREAS, the Northwest Florida Regional Transportation Planning Organization is created by an interlocal agreement between the Florida-Alabama Transportation Planning Organization and Okaloosa-Walton Transportation Planning Organization, to study regional transportation issues affecting a four-county region; and

WHEREAS, on January 18, 2006, the Northwest Florida RTFO voted unanimously to amend the interlocal agreement to change the term of office for the chair and vice-chair to a two-year term; and

WHEREAS, on March 16, 2006, the Okaloosa-Walton TPO approved Resolution O-W 06-04 to amend the interlocal agreement creating the Northwest Florida RTFO; and

WHEREAS, on May 10, 2006, the Florida-Alabama TPO approved Resolution Fl-Al 06-08 to amend the interlocal agreement creating the Northwest Florida RTFO;

AMENDMENT

NOW, THEREFORE, in consideration of the foregoing and the terms of this First Amendment and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows

The Northwest Florida Regional Transportation Planning Organization amends the Interlocal Agreement creating the Northwest Florida RTFO, Article 4, COMPOSITION; MEMBERSHIP; TERMS OF OFFICE, Section 4.01 (5), to be revised as:

At the first meeting of each alternate calendar year, to begin in 2007, the governing body of the Organization shall elect one of its representatives as chair of the Organization who will preside over meetings, and another representative as vice chair to perform duties of the chair in his absence. The chair and vice chair shall hold offices for a two one-year terms, and may be eligible for reelection to successive terms.

IN WITNESS WHEREOF, the duly authorized representatives of the parties hereto have executed this First Amendment as of 10th day of May 2006.

Signed, Sealed and Delivered in the presence of:

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY: [Signature]
M.D. Smith, Chairman

OKALOOSA-WALTON TRANSPORTATION
PLANNING ORGANIZATION

BY: [Signature]
Elaine Tucker, Chairman

ATTEST:

BY: Michael M. Ziegler, Director
Transportation Planning

DATE: 5/19/06
AMENDMENT NO. 2
TO THE INTERLOCAL AGREEMENT CREATING
THE NORTHWEST FLORIDA REGIONAL TRANSPORTATION
PLANNING ORGANIZATION

This Amendment No. 2 to the Interlocal Agreement Creating the Northwest Florida Regional Transportation Planning Organization (RTPO) is made and entered into this 17th day of April 2007, by and between the Florida-Alabama Transportation Planning Organization (TPO), and the Okaloosa-Walton TPO.

RECITALS

WHEREAS, the Northwest Florida RTPO is created by an interlocal agreement between the Florida-Alabama TPO and Okaloosa-Walton TPO, to study regional transportation issues affecting a four-county region; and

WHEREAS, on January 17, 2007, the Northwest Florida RTPO voted unanimously to approve Resolution NWFL 07-03 to endorse amendment of the interlocal agreement to change the RTPO meeting quorum requirement from nine (9) to seven (7); and

WHEREAS, on March 15, 2007, the Okaloosa-Walton TPO approved Resolution O-W 07-03 to amend the Interlocal Agreement Creating the Northwest Florida RTPO;

WHEREAS, on April 17, 2007, the Florida-Alabama TPO approved Resolution FL-AL 07-01 to amend the Interlocal Agreement Creating the Northwest Florida RTPO;

AMENDMENT

NOW, THEREFORE, in consideration of the foregoing and the terms of this Second Amendment and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

Article 4, COMPOSITION; MEMBERSHIP; TERMS OF OFFICE, Section 4.01 (c) of the Interlocal Agreement Creating the Northwest Florida RTPO is amended as:

Nine Seven representatives shall constitute a quorum and the vote of nine seven representatives shall be necessary for any action taken by the Organization. No vacancy in the Organization shall impair the right of a quorum of the Organization to exercise all the rights and perform all of the duties of the Organization.

IN WITNESS WHEREOF, the duly authorized representatives of the parties hereto have executed this Second Amendment as of the 17th day of April 2007.

Signed, Sealed and Delivered in the presence of:

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: Kevin W. White, Chairman

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY: Bill Roberts, Chairman

ATTEST:

BY: Michael W. Zeiger, Director
Transportation Planning

DATE: 4/17/07

(Seal)

(Seal)
<table>
<thead>
<tr>
<th>Road</th>
<th>Fiscal Year</th>
<th>Department</th>
<th>Category</th>
<th>Project Name</th>
<th>Narrative</th>
<th>Amount</th>
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<tbody>
<tr>
<td>302</td>
<td>2020</td>
<td>Road-Bridge Construction</td>
<td>I</td>
<td>Sullum Road</td>
<td>COST - in-house overlay FF (northern portion).</td>
<td>$130,000.00</td>
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<tr>
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<td>COST - Overlay of existing pavement funded</td>
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<tr>
<td>302</td>
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<td>Road-Bridge Construction</td>
<td>I</td>
<td>Beaver Creek Road</td>
<td>COST - Overlay of existing pavement funded</td>
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<tr>
<td>302</td>
<td>2020</td>
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<td>COST - (6&quot;t to fivewicks/milking) funded</td>
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<td>Bone Creek Road</td>
<td>COST - (Overlay of existing) funded</td>
<td>$</td>
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<tr>
<td>302</td>
<td>2020</td>
<td>Road-Bridge Construction</td>
<td>I</td>
<td>Bear Creek Road</td>
<td>COST - (Overlay of existing) funded</td>
<td>$</td>
</tr>
<tr>
<td>301</td>
<td>2010</td>
<td>Road-Bridge Construction</td>
<td>I</td>
<td>John King Road</td>
<td>COST - CCP 290,000 (Repair existing roadway)  Ext cost $600K</td>
<td>$</td>
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<tr>
<td>301</td>
<td>2020</td>
<td>Road-Bridge Construction</td>
<td>I</td>
<td>Overbrook Northwest Bypass</td>
<td>COST - CCP 290,000 (Future Construction) Ext Cost $750K</td>
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<tr>
<td>301</td>
<td>2010</td>
<td>Road-Bridge Construction</td>
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<td>HWY 365 Phase 1</td>
<td>COST - CCP 750,000 (Overlay of existing) Ext Cost $1,5M</td>
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<td>Road-Bridge Construction</td>
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<td>HWY 2 Bridge Replacement</td>
<td>COST - CCP 100,000 (Bridge Replacement) Ext cost $45M</td>
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<td>FM 4 Boulevard</td>
<td>COST - CCP 215,000 (Dirt to pave) New $85,000 FF</td>
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<td>2020</td>
<td>Road-Bridge Construction</td>
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<td>Millside Road</td>
<td>COST - (Dirt to pave) Ext cost 1.7M</td>
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<td>2020</td>
<td>Road-Bridge Construction</td>
<td>I</td>
<td>Maltby Road</td>
<td>COST - (Advisory Design) Ext cost $2,000,000 (Major Construction) funded</td>
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<td>302</td>
<td>2020</td>
<td>Road-Bridge Construction</td>
<td>I</td>
<td>Rainery Road</td>
<td>COST - Design work</td>
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<tr>
<td>302</td>
<td>2020</td>
<td>Road-Bridge Construction</td>
<td>I</td>
<td>County Line Road</td>
<td>COST - Base Stabilize north section 5,560 Tons</td>
<td>$120,000.00</td>
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<td>Thomas Road</td>
<td>COST - Base Stabilize 5060 Tons</td>
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<td>302</td>
<td>2020</td>
<td>Road-Bridge Construction</td>
<td>I</td>
<td>Henderson &amp; Common Road</td>
<td>COST - Repairs/Design work</td>
<td>$50,000.00</td>
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<tr>
<td>Fund</td>
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<td>Department</td>
<td>Category</td>
<td>Project Name</td>
<td>Narrative</td>
<td>Amount ($)</td>
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<tr>
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<td>----------</td>
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<td>3Q2</td>
<td>2024</td>
<td>Road Bridge Construction</td>
<td>1</td>
<td>Broward Circle (Div to Limerick)</td>
<td>LOSG Base Stabilize</td>
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<td>3Q3</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>6th Street Area Stormwater</td>
<td>Stormwater piping along 6th Street and 9th Ave in the area of Port Dice (Chaffin)</td>
<td>740,867.40</td>
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<td>3Q5</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Beachview Drive Drainage</td>
<td>Stormwater system from the areas of Beachway and Beachview Drive</td>
<td>500,206.00</td>
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<td>3Q5</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Commons Drive Signalization</td>
<td>Installation of traffic signals at Commons Rd/Henderson Beach Blvd, paving</td>
<td>924,636.00</td>
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<tr>
<td>3Q5</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>John King Road Intersection Improvements</td>
<td>Increase number of lanes along John King Road from SR 85 to the intersection with Live Oak Church Rd</td>
<td>1,954,521.00</td>
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<td>3Q9</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Nebosia Avenue Intersection</td>
<td>Sidewalk improvements near Pine Elementary that will link to existing sidewalks and a new signalized intersection at SR 85</td>
<td>331,329.00</td>
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<tr>
<td>3Q10</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Santa Rosa Boulevard Crosswalks</td>
<td>Pedestrian access from the north side of Santa Rosa Blvd to beach access way pedal</td>
<td>351,157.00</td>
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<td>3Q10</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Standish Court Stormwater</td>
<td>Stormwater system in the vicinity of Standish Court and LaPine Crescent to mitigate future ground level erosion and improve water quality discharge into Cross Bayou</td>
<td>744,910.00</td>
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<tr>
<td>3Q3</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Sheriff's Office Training Facility</td>
<td>Build soft facility to be used for the Fire Driver Program and Physical agility course</td>
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<td>3Q3</td>
<td>2021</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>South趣/Orlando Projects</td>
<td>Planned Improvements: Widening of PI Adams from 2 lanes to 4 lanes (450 ft), Construction of an overpass and interchange with I-95 (performed by HCA); Construction of a 3-lane roadway from I-20 to Hwy 30; South West corridor connecting Amos Rd to SR 85 north of I-95 (Funderburk); County SR 48; IND $150M; Tri-County $104M; Cresent $86M;</td>
<td>221,682,526.00</td>
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<td>3Q5</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Cornel &amp; Bellmark Improvement</td>
<td>Addition of turn lanes, pavement markings, new alignments and signal modifications. IND OGP grant application pending. Cost provided is an estimate.</td>
<td>6,373.00</td>
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<td>3Q8</td>
<td>2010</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Beachview Area Stormwater</td>
<td>Design of stormwater drainage system Galveston, IND Grant $100,000</td>
<td>314,117.00</td>
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<td>3Q10</td>
<td>2015</td>
<td>Stormwater Management</td>
<td>1</td>
<td>Lloyd Street/Myflower Area Stormwater Improvements</td>
<td>Preliminary design studies for stormwater drainage system.</td>
<td>40,033.00</td>
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<td>3Q5</td>
<td>2020</td>
<td>Half Cent Sales Tax</td>
<td>1</td>
<td>Crescent Northwest Bypass (NEPA)</td>
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</tbody>
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TABLE 4.1 (CONTINUED)
STATE ROADWAY LEVEL OF SERVICE STANDARDS

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<thead>
<tr>
<th>Roadway</th>
<th>Segment</th>
<th>Functional Class</th>
<th>Type</th>
<th>Area</th>
<th>Lanes</th>
<th>Adopted LOS</th>
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</thead>
<tbody>
<tr>
<td>SR 189</td>
<td>SR 4 to Alabama state line</td>
<td>Minor Arterial</td>
<td>Undivided</td>
<td>Rural Undivided</td>
<td>2</td>
<td>C</td>
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<tr>
<td>SR 20</td>
<td>Rocky Bayou Br to White Point Rd</td>
<td>Principal Arterial</td>
<td>Divided</td>
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<td>4</td>
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<tr>
<td>SR 20</td>
<td>White Point Rd to Walton Co line</td>
<td>Principal Arterial</td>
<td>Undivided</td>
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<td>D</td>
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<tr>
<td>SR 285</td>
<td>College Blvd to Walton Co line</td>
<td>Minor Arterial</td>
<td>Undivided</td>
<td>Transitioning</td>
<td>2</td>
<td>D</td>
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<tr>
<td>SR 293</td>
<td>US 98 to Mid-Bay Bridge S approach</td>
<td>Minor Arterial</td>
<td>Divided</td>
<td>Urbanized</td>
<td>4</td>
<td>E</td>
</tr>
<tr>
<td>SR 293</td>
<td>Mid-Bay Bridge S approach to SR 20</td>
<td>Minor Arterial</td>
<td>Undivided</td>
<td>Urbanized</td>
<td>2</td>
<td>E</td>
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<tr>
<td>SR 85</td>
<td>Racetrack Rd to 12th Ave</td>
<td>Principal Arterial</td>
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<tr>
<td>SR 85</td>
<td>12th Ave to SR 189</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Urbanized</td>
<td>4</td>
<td>D</td>
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<tr>
<td>SR 85</td>
<td>SR 123 to SR 190</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Urbanized</td>
<td>4</td>
<td>D</td>
</tr>
<tr>
<td>SR 85</td>
<td>College Blvd to Antioch Rd</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Transitioning</td>
<td>4</td>
<td>C</td>
</tr>
<tr>
<td>SR 85</td>
<td>Antioch Rd to I-10</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Transitioning</td>
<td>4</td>
<td>C</td>
</tr>
<tr>
<td>SR 85</td>
<td>Old Bethel/Airport Rd to 2-lane</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Transitioning</td>
<td>4</td>
<td>C</td>
</tr>
<tr>
<td>SR 85</td>
<td>Begin 2-lane to Senterfit Rd</td>
<td>Principal Arterial</td>
<td>Undivided</td>
<td>Transitioning</td>
<td>2</td>
<td>C</td>
</tr>
<tr>
<td>SR 85</td>
<td>Senterfit Rd to Walton Co line</td>
<td>Principal Arterial</td>
<td>Undivided</td>
<td>Rural Undivided</td>
<td>2</td>
<td>C</td>
</tr>
<tr>
<td>SR 85</td>
<td>SR 123 to SR 190</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Urbanized</td>
<td>4</td>
<td>D</td>
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<tr>
<td>SR 85</td>
<td>College Blvd to Antioch Rd</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Transitioning</td>
<td>4</td>
<td>C</td>
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<tr>
<td>SR 85</td>
<td>Antioch Rd to I-10</td>
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<td>Divided</td>
<td>Transitioning</td>
<td>4</td>
<td>C</td>
</tr>
<tr>
<td>SR 85</td>
<td>SR 123 to SR 190</td>
<td>Principal Arterial</td>
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<td>4</td>
<td>D</td>
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<tr>
<td>SR 85</td>
<td>College Blvd to Antioch Rd</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Transitioning</td>
<td>4</td>
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<td>SR 85</td>
<td>Antioch Rd to I-10</td>
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<tr>
<td>SR 85</td>
<td>Old Bethel/Airport Rd to 2-lane</td>
<td>Principal Arterial</td>
<td>Divided</td>
<td>Transitioning</td>
<td>4</td>
<td>C</td>
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<tr>
<td>SR 85</td>
<td>Begin 2-lane to Senterfit Rd</td>
<td>Principal Arterial</td>
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<td>2</td>
<td>C</td>
</tr>
<tr>
<td>SR 85</td>
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<td>Rural Undivided</td>
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<td>C</td>
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<tr>
<td>US 90</td>
<td>Santa Rosa Co line to SR 4</td>
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<td>Undivided</td>
<td>Rural Undivided</td>
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<td>C</td>
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<tr>
<td>US 90</td>
<td>SR 4 to MPA boundary</td>
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<td>Undivided</td>
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<tr>
<td>Roadway</td>
<td>Segment</td>
<td>Functional Class</td>
<td>Type</td>
<td>Area</td>
<td>Lanes</td>
<td>Adopted LOS</td>
</tr>
<tr>
<td>-------------------------</td>
<td>----------------------------------</td>
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<tr>
<td>CR 4 (Antioch Rd)</td>
<td>PJ Adams Pkwy to US 90</td>
<td>Collector</td>
<td>Undivided</td>
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<td>D</td>
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<tr>
<td>Forest Road</td>
<td>Rocky Bayou Dr to 285</td>
<td>Collector</td>
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<tr>
<td>Hollywood Boulevard</td>
<td>Mary Esther Cut-Off to Eglin Pkwy</td>
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<td>E</td>
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<tr>
<td>Hurlburt Road</td>
<td>MLK Jr Blvd to Beal Pkwy</td>
<td>Collector</td>
<td>Divided/ Undivided</td>
<td>Urban</td>
<td>4-May</td>
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<tr>
<td>John King Road</td>
<td>SR 85 to end</td>
<td>Collector</td>
<td>Undivided</td>
<td>Urban</td>
<td>2</td>
<td>E</td>
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<tr>
<td>Lewis St/Mayflower Av/South Av</td>
<td>Beal Pkwy to Eglin Pkwy</td>
<td>Collector</td>
<td>Undivided</td>
<td>Urban</td>
<td>2</td>
<td>E</td>
</tr>
<tr>
<td>Martin Luther King Jr Blvd</td>
<td>Hill St to Green Acres Rd</td>
<td>Collector</td>
<td>Divided</td>
<td>Urban</td>
<td>4</td>
<td>E</td>
</tr>
<tr>
<td>North Beal Extension</td>
<td>Beal Pkwy to Wright Landfill</td>
<td>Collector</td>
<td>Undivided</td>
<td>Urban</td>
<td>2</td>
<td>E</td>
</tr>
<tr>
<td><strong>PJ Adams Parkway</strong></td>
<td><strong>SR 85 to Antioch Rd</strong></td>
<td>Collector</td>
<td>Undivided</td>
<td>Urban</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Rocky Bayou Drive</td>
<td>SR 20 to Forest Rd</td>
<td>Collector</td>
<td>Undivided</td>
<td>Urban</td>
<td>2</td>
<td>E</td>
</tr>
<tr>
<td>Santa Rosa Boulevard</td>
<td>Eglin boundary to Marler Park</td>
<td>Collector</td>
<td>Divided</td>
<td>Urban</td>
<td>4</td>
<td>E</td>
</tr>
</tbody>
</table>

b. Quantitative Methods for Transportation Concurrency: Transportation Concurrency analysis shall be based on professionally accepted techniques for determining transportation impacts.

c. Impact Determination: Development impact on the roadway system shall be determined by utilizing the PM peak hour trip generation rates provided in the latest edition of "Trip Generation, An Informational Report, Institute of Transportation Engineers". If available, alternative trip generation rates based on data collected at the development site, or similar sites, may be used.

d. A level of service analysis shall be conducted by using the generalized tables found in the latest FDOT Quality/Level of Service Handbook. Traffic modeling (i.e. ARTPLAN, SYNCHRO, or other acceptable model deemed appropriate by Okaloosa County) using PM peak hour and incorporating committed and proposed trips must be utilized once the roadway has degraded beyond the adopted level of service based on the generalized tables. The results of the analyses shall be added to the road system and then used to evaluate development impacts. Since most models are sensitive to signal control data, it is necessary to maintain updated signal timing data in the concurrency management system as changes are made in the field.

e. Impact of Land Use on Roads: From points of ingress/egress to roadways serving the development distribute the PM peak hour trips expected to be generated by the proposed development (per paragraph C.) along the roadway network until the project traffic is less than five (5) percent of the trips generated by the project.
RESOLUTION 20-02

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY; AUTHORIZING AND APPROVING SUBMITTAL OF A GRANT APPLICATION FOR THE FLORIDA DEPARTMENT OF TRANSPORTATION'S TRANSPORTATION REGIONAL INCENTIVE PROGRAM FOR THE STATE ROUTE 85 & SOUTHWESTERN CRESTVIEW BYPASS INTERSECTION IMPROVEMENTS PROJECT; AUTHORIZING EXECUTION OF THE APPLICATION AND ALL RELATED DOCUMENTS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, The Transportation Regional Incentive Program (TRIP) was created by Florida Statute 339.2819 to provide funds to improve regionally significant transportation facilities in “regional transportation areas” pursuant to Florida Statute 339.155; and

WHEREAS, State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce; and

WHEREAS, The State Route 85 and Southwestern Crestview Bypass Intersection require improvements such as, addition of 700 foot right turn lane to the eastbound approach of the traffic signal at 85 and P.J. Adams Parkway, and the related 700 foot sidewalk adjacent to this right turn lane; and

WHEREAS, Okaloosa County desires to participate in the Transportation Regional Incentive Program.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA, THAT:

1. The above recitals are true and correct and are hereby incorporated by reference.

2. The County Administrator is hereby authorized to execute the Grant application for $1,750,000 in FY 2020 TRIP funding for the State Route 85 and Southwestern Crestview
Bypass Intersection Improvement project which will be matched by $2,000,000 in county funding; and authorizes Grants Administration to submit the application to the appropriate entity.

3. The Board authorizes the County Administrator, or in the County Administrator’s absence the Grant Manager, to sign any and all agreements, contracts, all assurances, warranties, certifications and any other documents which may be required in connection with the grant.

4. This Resolution is effective upon adoption and execution.

DULY PASSED AND ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA THIS 7th DAY OF JANUARY, 2020.

BOARD OF COUNTY COMMISSIONERS OF OKALOOSA COUNTY, FLORIDA

Robert A. "Trey" Goodwin III, Chairman

ATTEST:

By: J. D. Peacock II, Clerk

APPROVED AS TO FORM:

By: Lynn M. Hoshihara
County Attorney
January 7, 2020

Florida Department of Transportation County Transportation Regional Incentive Program

RE: Designation of Authorizing Official

To Whom It May Concern:

We are writing to inform the Florida Department of Transportation of the designation of John Hofstad, County Administrator, as the Authorizing Official for the County Transportation Regional Incentive Program Application.

Please accept this as our formal request based on Board Action of this day.

Sincerely,

Robert A. “Trey” Goodwin III
Chairman, Board of County Commissioners
A. Is this project on the Regional Network OR does it provide substantial benefit to the Regional Network

- Yes
- No

- Is the project in the local CIP?
  - Yes
  - No

- Does the Project have a 50% match?
  - Yes
  - No

B. SIS relativity
- 3 pts Yes SIS Road or connector
- 2 pts Yes Connects to SIS
- 1 pt Yes Compliments SIS
- 0 pts No relativity

C. Supports Economic Development & Goods Movement in Rural Area of Critical Economic Concern
- 1 pt Yes
- 0 pt No

D. Subject to local Ordinance for Corridor Management
- 2 pts Yes Specific Ordinance Attached
- 1 pt Yes General Ordinance Attached
- 0 pt No Ordinance Not Attained

E. Status of Project (Phases Needed)
- 4 pts Yes Construction-ready
- 3 pts Yes ROW needed
- 2 pts Yes Design needed
- 1 pt Yes PD&E need
- 0 pt Yes All phases needed

F. STRAHNET or STACNET Designation
- 1 pt Yes
- 0 pt No

G. Project Cost Sharing Beyond 50% Local Match Requirement
- 6 pts Yes 80% or more of application cost is included in local government CIP
- 5 pts Yes 70% to 79% of application cost is included in local government CIP
- 4 pts Yes 60% to 69% of application cost is included in local government CIP
- 3 pts Yes 51% to 59% of application cost is included in local government CIP
- 1 pts Yes 50% or less of application cost is included in local government CIP

H. Trip Project Is Part of an Evacuation Route
- Critical roadway segments and intersections identified in the 2010 Statewide Regional Evacuation Study for the West Florida Region.
- 1 pt Yes
- 0 pt No

Project Name: SR 85 at Southwestern Crestview Bypass Intersection Improvements

Date: 12-23-19

Total Points: 12
LAND DEVELOPMENT CODE

Chapter 6
Development Design Standards

1. For developments proposed along roadways that do not comply with the requirements above, improvements to the private roadway where the connection is proposed shall be performed as part of the proposed development such that the roadway is consistent with the minimum standards stated herein; including, but not limited to right-of-way and lane width standards. Improvements shall be required to the extent where access to the proposed development is made to a roadway that provides adequate access as described above.

2. If the proposed connection to the private roadway is the sole access point to the proposed roadway, the proposed roadway shall be privately owned and maintained. Access to public roads shall be provided from existing public roadways.

6.03.06 Private Streets and Easements: Private streets and easements used as the principal access to individually owned lots or units in a Planned Unit Development or Subdivision are required to comply with the provisions of this ordinance. The developer shall establish a homeowners' association or other legal means to provide proper maintenance. This requirement does not apply to the provision of roadways within shopping centers, industrial districts, apartment projects, and other developments under single ownership. The street alignment shall provide adequate frontage and minimum setbacks for all structures in compliance with the applicable zoning district regulations.

1. Right-of-Way: The minimum right-of-way width for a private street shall be 25', centered on the roadway, with a minimum 7.5' drainage and utility easement on each side.

2. Lane Width: The minimum lane width for a private street shall be consistent with the requirements in Table 6-03-2.

3. Roadway Construction: All private streets shall be designed and constructed to comply with the minimum standards in section 6.03.13.A.4. If an alternative pavement surface is desired (pavers, stamped concrete, stamped asphalt, etc.) calculations, signed and sealed by a licensed professional Engineer in the State of Florida, demonstrating that the proposed pavement section is of equal or greater structural value then the standard herein shall be provided by the applicant.

6.03.07 Road Construction: All construction or reconstruction of roads in the County must be in accordance with the requirements of this ordinance. It is the responsibility of the developer to provide median cuts, driveways, stacking and turning lanes and the like required for his development.

6.03.08 Permits on State Roads: Permits from FDOT for driveway connections and median cuts on State roads are required, and copies must be submitted to the Growth Management and the Public Works Departments prior to final approval of all residential, commercial, and industrial projects.

6.03.09 Limited Access Roads: The following limited access standards shall be applicable to P.J. Adams Parkway from its intersection with Highway 85 to Antioch Road; Martin Luther King Jr. Blvd. from its intersection with Green Acres Road to the Fort Walton Beach Industrial Park, U.S. Highway 98 from the Santa Rosa County Line to the Walton County line (within the unincorporated portions of the County), the entire length of Commons Drive, and any other road hereinafter designated limited access by resolution of the Board of County Commissioners of Okaloosa County.